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8.00 „ „ 9.30 „ „ 10 „
9.30 „ „ 11.00 „ „ 15 „
11.30 „ „ 12.30 p.m. „ 15 „
12.30 p.m. „ 2.30 „ „ 10 „
2.30 „ „ 4.00 „ „ 15 „
4.00 „ „ 8.10 „ „ 10 „

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2.00 noon „ 1.00 p.m. „ 10 „
1.00 p.m. „ 4.00 „ „ 15 „
4.00 „ „ 8.10 „ „ 10 „

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On and after FRIDAY, SEPTEMBER 16TH, 1921 until further Notice. (All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1a Local	No. 1a. Local	No. 3 Local	No. 11 Local	No. 6 Through Express	No. 15 Local	No. 21 Local	No. 8 Through Slow	No. 12 Local	No. 25 Local	No. Fan Exp.
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
CANTON (Tai Kha Tau) dep.					8.00			5.45			3.30
SHEK LUNG dep.					8.13			11.48			4.50
Shum Chun dep.	Sundays only	7.12	8.06	10.37	11.13	11.40	2.16	6.26	5.15	.55	5.43
Sheungshui dep.		7.29	8.13	10.44	—	11.47	2.23	6.33	5.22	5.17	—
Fanling dep.		7.33	8.18	10.48	—	11.51	2.26	6.37	5.25	5.20	—
Taipo Market dep.		7.43	8.28	10.58	—	12.01	2.36	6.47	5.35	5.30	—
Taipo dep.		7.47	8.34	11.02	—	12.07	2.37	6.51	5.37	6.31	—
Shatin dep.		8.09	8.47	11.16	—	12.21	2.40	7.05	5.50	6.44	—
Tsimsai dep.	7.17	8.16	8.53	11.23	—	12.28	2.53	7.12	5.57	6.51	—
KOWLOON arr.	7.33	8.33	9.09	11.36	11.33	12.46	3.07	7.28	6.10	7.04	7.15

UP TRAINS

Stations	No. 2 Local	No. 4a Local	*No. 6 Through Express	No. 8 Through Slow	No. 14 Local	No. 20 Joint Sec. Meal Noon	No. 23 Local	*No. 25 Thro. Exp. p.m.	No. 14 Local	No. 26 Local	No. Local
	a.m.	a.m.	a.m.	a.m.	a.m.		p.m.		p.m.	p.m.	p.m.
Last Ferry leaves Hongkong —	6.15	6.54	7.15	5.54	10.16	11.45	1.05	2.45	5.10	5.15	6.54
KOWLOON dep.	6.41	7.10	8.07	9.16	10.38	12.00	1.18	3.00	5.16	5.37	7.10
Yaumati dep.	6.51	7.13	—	9.23	10.43	12.09	1.27	—	5.22	5.47	7.20
Shatin dep.	7.09		—	9.33	10.53	12.21	1.39	—	5.32	6.03	7.34
Taipo dep.	7.17		—	9.39	11.03	12.34	1.48	—	5.38	6.07	7.45
Taipo Market dep.	7.22		—	9.57	11.08	12.38	1.53	—	5.43	6.17	7.51
Fanling dep.	7.38	Sundays only	—	10.08	11.19	12.49	2.04	—	5.57	6.31	8.06
Sheungshui dep.	7.44		—	10.13	11.25	12.55	2.10	—	6.03	6.37	8.09
Shum Chun dep.	7.54		12.50	10.12	11.32	12.59	2.15	—	6.07	—	—
SHEK LUNG arr.	—		13.47		—	4.52	—	8.28	—	—	—
CANTON (Tai Kha Tau) arr.	—		12.10	5.54	—	—	—	6.45	—	—	—

* Will stop at Taipo and Sheungshui for first class passengers on notice being given to the guard at Kowloon.

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	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling ...dep.	7.45	11.30	2.20	6.7.	Shatakok...dep.	6.30	10.15	1.05	5.00
Shatakok ...arr.	8.40	12.25	3.15	7.15	Fanling ...arr.	7.25	11.10	2.00	5.55

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

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Osaka:—Osaka Hotel
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34 x 4½	"	137.00	12.00
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WEIHAIWEI UNDER THE BRITISH FLAG.

ITS GROWTH FROM POVERTY TO PROSPERITY.

WHAT ITS FUTURE SECURITY DEMANDS.

A correspondent of the *N.-C. Daily News*, writes:—

In 1900 Sir Frank Swettenham visited Weihaiwei for the purpose of making an official report on the newly-acquired Territory. He saw in it only a "colder Aden barren and treeless": the estimated population of 80,000 was greater than the district could support: the people were too poor to indulge in alcoholic liquor: the revenue might possibly total $20,000 in ordinary years: a little fish was exported to Formosa: the imports were sugar, tobacco, paper and timber in small quantities: "beyond this there is no trade and no prospect of any!"

Two years later Mr. G. T. Hare, who had accompanied Sir F. Swettenham in 1900, writing as Assistant-Commissioner, stated that there was no reason for modifying the original estimate as given above, $20,000 had been spent on "mud roads," and the cost of upkeep should not exceed $2,000 per annum: more substantial highways would be quite unnecessary, since the people were "too poor to use carts": attempts to raise further revenue would be unwarrantably harsh and oppressive and would certainly lead to serious discontent and disturbances!

THE PESSIMISTS REFUTED.

These doleful prophecies about Weihaiwei have proved as fallacious as did similar official prognostications regarding Hongkong. During the British tenure prosperity has descended on the Territory. If the number of carts is to be taken as the measure of a community's wealth, we have certainly done well, for, in 1921, 2,171 cart and carriage licences were taken out for vehicles using 50 miles of macadamized roads. In the matter of public revenue 1921-22 is also a "record" year. The exact figure is not yet obtainable, but I understand it is: over $210,000—about $40,000 in excess of the estimate and over ten times the amount collected in the early years of British occupation! Profuse expenditure by the War Office—particularly in connection with unfinished fortifications and the Chinese Regiment: summer visitors who have patronized the place year by year in their hundreds: the annual visits of the China Squadron for months on end: have all been important factors in increasing the general wealth of the district.

More important still has been the steady development of trade which, of recent years, has been almost phenomenal. For it must be borne in mind that, geographically, the position of the port is most unfavourable. Situated near the extreme end of the Shantung Promontory, remote from the populous producing centres of the interior, backed by a hinterland which is decidedly mountainous, its prospects a generation ago fully justified the gloomy views of the most pessimistic of official Jeremiahs.

SUCCESS AND ITS SECRET.

In its infancy as a British possession Weihaiwei was little more than a second-rate fishing village. Exact figures are not available, but it was estimated at that time that the value of its trade totalled about $500,000. By 1921 it had reached the handsome total of $10,891,823—an increase of 46 per cent. on the previous year!

These highly satisfactory results may be attributed to two causes:—

(1.)—Weihaiwei has prospered beyond expectation because the Territory has been a British colony: because under the British flag there has been assured to us perfect security of person and property and an honest administration: because sanitation, the comforts and conveniences of every-day life, are the special care of our Medical Officer of Health, our Sanitary Inspector and other officials.

(2.)—Because Weihaiwei, like Hongkong, has been a *free port*. There is no customs house here: no levying of import and export duties.

Your prophet of smooth things with whom all things are possible—it is merely an accidental circumstance that his own financial stake in the colony is *nil*!—that intellectual abortion, your pro-Chinese foreigner, who is only too ready to see that which is good in an Oriental people and that which is evil in his own, will combat these statements, will meet them with arguments and assertions which we regard as an insult to our intelligence: an outrage on common sense. The Briton who in his simplicity relied on official assurances, both public and private, sought the protection of his country's flag and pitched his tent at Weihaiwei, should see in impending changes no excuse, no cause for striking that tent with a view to seeking pastures new. Under the new *régime* his vine and fig-tree will flourish as well as before—nay, they will undoubtedly be more fruitful than ever!

CONSEQUENCES OF RENDITION.

What will be the results and effects of rendition? To begin with there will be a wholesale reduction of the more permanent white population, which mainly consists of Government servants and their dependents. A conservative estimate would put the net reduction at not less than four-fifths of the present total, and, if we exclude missionaries, foreign households that might still remain could easily be counted on the fingers of one's hand. This does not work very promisingly for the suggested municipality with "adequate representation of foreign interests"!

Another result will be a steady and progressive decrease in the volume of trade and a simple illustration will show why this is inevitable.

The principal articles of import and export are the ground-nut and the oil produced from the nut. The oil is not a product of the Territory, but is imported by junk entirely, and a substantial proportion of the nuts exported is first imported—also by junk. The junks that bring this cargo to Weihaiwei load up again with cargo from another free port (Hongkong)—chiefly sugar. The steamers that bring sugar, etc., take back nuts and oil to Hongkong for re-export to Europe and America. Thus a regular cycle of trade has been established. Now many of these junks come from places in the neighbourhood of and even to the south of Tsingtao, and in coming to Weihaiwei they increase the length of the voyage by some 200 miles.

The obvious reason for their avoiding the one port and putting in at the other is that the former has a customs barrier and the latter is a free port. Under Chinese Administration a customs house will be established at Weihaiwei and this sea-borne trade will automatically cease. There are, of course, other branches of local trade which will suffer in the same way and for the same reason. In fact, to those familiar with local conditions, the assertion that half our trade will disappear within a year of rendition, will not seem incredible. It is also reasonable to assert that within five years Weihaiwei will revert to its former status. A fishing village the British found it, and to a fishing village it will return.

THAT LINK WITH THE HINTERLAND.

There is one thing, and only one thing, that might possibly save Weihaiwei from rapid decay and its community from overwhelming disaster, and that is the construction of a railway from the productive centres of the interior to Port Edward. It may prove in the long run only a palliative, and a costly one at that, but *it is the only remedy possible*. The idea was present in the minds of our delegates at Washington, for Earl Balfour stated that Great Britain expected, with other conditions, "some intimation of willingness on the part of China to link up Weihaiwei with the hinterland." The railway, if it is to benefit us at all, must run direct to Weihaiwei and not *vid* Chefoo, or another port.

As a guarantee of good faith on the part of China and in order to save a small group of British subjects from ruinous losses, our Government, should insist that, till the railway is built and in running order, the Port Edward district and the waters in proximity to it shall remain in British possession, so that trade may continue, as at present, without restrictions and the port remain a free port for the time being.

(*Continued at foot of next column.*)

SPORT.

INTERPORT POLO.

KESWICK CUP.

The following telegram has been received from Mr. C. C. Boyd:—

"Tie for six chukkas. Result of eight chukkas:—Shanghai, six; Hongkong, five. Bibby disabled, not seriously but unable to play last chukka. Magnificent game."

The Hon. Secretary of the Hongkong Polo Club has replied on behalf of the Club congratulating the Hongkong team on their magnificent effort and wishing Mr. Bibby a speedy recovery.

LOSSES IN OVERSEAS TRADE.

When so many companies have suffered heavily from the slump of the past year, it is not surprising that the British Trade Corporation, formed about five years ago to finance overseas traders, should have had a similar experience. For 1920 there was a profit of £119,309, and the credit balance in the balance sheet was £141,801. In 1921, however, a loss of £193,076 is shown in the profit and loss account, after £359,081 has been allowed for bad debts and interests in subsidiary companies. The actual profit on trading was £104,103, while the balance brought forward was £89,001. Lord Faringdon, in laying the figures before the general meeting on March 29th, said that the directors had decided to recommend a drastic treatment of the figures, writing down the existing capital by £1,000,000 and applying such reduction to wiping off the debit balance on profit and loss account and to the reduction of various assets and the creation of reserves. It was also proposed to create £1,000,000 of preferential capital shares, entitled to a fixed 6 per cent. interest per annum, tax free, for issue to existing shareholders. The British Trade Corporation was exceedingly unfortunate in having to face such trying times so early, but Lord Faringdon shares the general belief that there is no intention on the part of the British merchant to abandon his position in the world's trade, so that he foresees opportunities of usefulness for the British Trade Corporation which will enable it to make good its losses when normal times return.

MORE COMFORTABLE OCEAN TRAVEL.

END TO ROLLING AND PITCHING!

Liners which will maintain a uniform speed in almost any kind of weather and spare the timorous voyager seasickness qualms are made possible in the near future (declares a London contemporary) as the result of experiments at present being carried out under the auspices of the Institution of Naval Architects.

Mr. J. L. Kent, of the National Physical Laboratory, Teddington, has been studying by means of models the problem of preventing ships from pitching; and the results have been tested recently during a trans-Atlantic trip on the Canadian Pacific liner *Montcalm*. He is hoping to be able to advise shipbuilders shortly on all measures which aim at reducing pitch and roll to a minimum.

The lateral roll of ships has been considerably reduced by a recourse to gyroscopes, tanks, bilge-keels, etc., but the longitudinal pitch still involves wear and tear and waste of power and fuel through the uneven resistance to the propellers which varies with the rise and fall of the stern in a heavy sea. Sometimes the screws are lifted completely out of the water, and the momentary "racing" entails damage to the engine gear.

TRAINS IN THE EAST.

LORD NORTHCLIFFE'S E.M.S. EXPERIENCE.

Before I started on my world-trip (Lord Northcliffe writes in the *Daily Mail*), I had not given much thought to railways out there. One instinctively thinks of ships and sea voyages in speaking of China and Japan. You know that there must be trains of some kind, but you do not easily picture them. Having made several extensive train journeys, I now have a new set of very pleasant, interesting and novel memories to add to my collection. The trains of the East vary a good deal in quality, but all of them provide you with fresh and unexpected experiences. Some, like those in Japan and the Japanese South Manchurian Railway through Korea to Mukden are already familiar to anyone who has been to the United States. The rolling stock is an exact copy of the American on a smaller and lighter scale. Wonderful cleanliness and tidiness are the main features of these delightful trains, not to mention the excellent dining-cars, where remarkably well-cooked European meals are served by very efficient waiters. They do not run very fast. In fact, so far as my experience goes, no Eastern train does, except the big expresses on the Indian railways. But this is an advantage in every sense, as you could see all there was to see by the way.

The leisurely Japanese trains, therefore, with their gentle and soothing average speed of something over thirty miles an hour, suited me very well. The day express from Tokyo to Kyoto, running, as it does, through some of the most exquisite scenery in Japan, with the great Fujiyama as a central figure the whole morning, is one of the nicest trains I know. Rather different are the trains which take you on to Peking from Mukden by what is said to be the most profitable railway in the world. It is idle to pretend, with the kindest intentions, that they are at all comparable with the Japanese in either comfort or cleanliness, but I think that is rather the fault of the travellers than of the railways. While I was in China the progress of trains was sometimes apt to be a little uncertain. Tchang Tso-lin and his army sat watchfully at Mukden and elsewhere, and down near Hankow, on the Yang-tse-Kiang, there was generally a good deal of fighting going on. Consequently one was never quite positive that one's train would 'get there.'

PRAISE FOR SIAM.

After leaving China it was more than a month before I saw a train again, when we left Siam for Kuala Lumpur, in the Federated Malay States. As usual we had been told that the journey was one which should be undertaken only in dire necessity, and that the reasonable way of travelling from Bangkok was by sea. And, as usual, we found the statement to be entirely without truth. My principal recollections of the journey on the Siamese State Railway are of wonderful smoothness of running, of beautiful jungle scenery, and one of the most peaceful and comfortable train journeys I can remember.

H.R.H. Prince Purachatra, who is director-general of the railways, had very generously lent me his own wonderful car, in which he often lives for days at a time—a splendid example of Sheffield work—and the three days and two nights, including Christmas Day, we spent on the way were in every respect delightful and memorable. At the time of my journey trains did not run at night on account of the possibility of colliding with elephants and buffaloes straying across the line, and they used to stop every evening at about six or seven o'clock at a country station where there was a rest-house for passengers to sleep in. They looked admirably comfortable. If you have not tried this mode of night-travelling you will find it a very pleasant surprise. You are not, of course, in a hurry, as we were not. It is unnatural in the Far East. So a pause of twelve hours or more in a little village settlement on the edge of the jungle comes as an agreeable change.

The rest-houses are a series of little bungalows, each containing two double rooms, two bathrooms, and a small compound. A covered way usually connects bungalow with bungalow. There is also a kind of parent bungalow, where you can get meals, and whence coffee and shaving water are issued to the sleeping bungalows in the morning.

CHRISTMAS AT TUNG SONG.

It is really charming to alight from the hot train before one of these tiny garden cities, spend an hour or two wandering about in the cool of the evening and, after dinner, to drop luxuriously into a real bed and fall asleep to the tiny voices of the jungle, with fireflies round our mosquito net as nightlights. We spent Christmas night at a place called Tung Song, and, through the kindly thought of our host, the car was decorated with holly and mistletoe, and we had real turkey and real plum pudding straight from England. After dinner we had coffee and liqueurs in a cosy corner on the station platform, and I never knew before how homelike such a place could be. It was with genuine sorrow that we left Prince Purachatra's superb car at the frontier, and said good-bys to the excellent Siamese railways.

Our next experience of trains began immediately, at the frontier. We stepped from what was a sort of land-yacht into a train which seemed to be in a great hurry. I believed the average speed of the Federated Malay States Railways is not very high, but, in order, I suppose, to show us that we could not always have things perfect, the God who presides over Travel arranged for our train to Kuala Lumpur to behave as if it were the fastest thing on rails. Whether the shaking we received during the night was due to the condition of the permanent way or the

(*Continued at foot of next column.*)

S.S. "ARRATOON APCAR" TO BE SOLD,

AN INTERESTING HISTORY.

The s.s. *Arratoon Apcar*, which for many years has been running in and out of Hongkong and is at present lying in mid-stream, is to be sold.

When on the India-China run she has usually berthed at No. 1 wharf of Kowloon Godowns and is therefore well known to the daily travellers on the "Star" ferries. For nearly 30 years she has been running between Japan and India and must in her time have carried many thousands of native passengers between the various ports up and down the coast. Probably she has carried more Asiatic passengers than any other vessel coming into port, and in a little over a quarter of a century it is safe to say that her passengers must have totalled nearly 200,000. And now the P. & O. Company to whom she belongs have decided that her services can be dispensed with.

The *Arratoon Apcar* was built in 1895 by Workman Clark & Company, Belfast, for the China Mutual Steamship Company. She was christened the *Hyson* and the old ship's bell bearing that name is still on board. When she first came here she was considered one of the smartest vessels entering Hongkong. She became very popular among the Chinese and to this day she is often spoken of by them as a "Joss" ship. In 1899 she was sold to the Apcar Firm and remained with this Company until about 1911 when she was sold, together with a number of other vessels including the s.s. *Japan*, the *Gregory Apcar*, to the British India Steam Navigation Company, which later became associated with the P. & O. Company.

At the outbreak of the great war in 1914 the *Arratoon Apcar* was requisitioned, with a number of other vessels of the Company, and did very useful Government service. She was first used as a horse transport from Australia to Calcutta. In early 1915 she loaded up at Calcutta for Marseilles, but at Alexandria she was diverted to Mudros and from there she was despatched as a transport to the East Coast of Africa. Next she was used by the Government in the Persian Gulf, doing all sorts of handy work, from towing barges to transporting mules. On the cessation of hostilities she was returned to the Company who placed her back on the Calcutta, China and Japan run where she soon regained her former popularity as a "Joss" ship. The *Arratoon* made her final run up the China coast last November. During this run she encountered the full force of the worst monsoon ever experienced by her officers, and she behaved splendidly. It was whilst on this trip that she received a wireless message to the effect that the *New York Maru* was aground on the dangerous Paracels Reef. Being at that time about 200 miles distant from the reef, and although she carried nearly 2,000 Chinese passengers, she put about to render any aid in her power. After steaming hard for one day under most trying conditions a further message was received that the *Henry Keswick* (the Hongkong Dock tug boat) had been despatched to the rescue and that a Japanese steamer was standing by the stranded vessel. She therefore put about again and reached Hongkong not much the worse for her severe battering.

For the last three or four months the *Arratoon* has been carrying coolies between Calcutta and the Coromandel coast. The vessel has a fair turn of speed and averages 11½ to 12 nautical miles per hour. Her engines are the triple expansion pattern and on her trial run 20 years ago she averaged 14 knots per hour. Her length over all is 425 feet with a beam of 48 feet and her gross tonnage is 4,510 tons. Captain H. Hobday is at present in command of the vessel.

Mr. H. de Vere Stacpoole, the famous traveller and author, in a letter to the Press says:—"The only good thing that has come to England from the war is the island of Nauru, or Pleasant Island, north of the line in the West Pacific. Nauru has on it 500,000,000 tons of tricalcium phosphate, which is the finest manure in the whole world. It belonged to Germany before the war, and has been 'wished on us by the League of Nations. Here is a mountain of wealth—wealth infinitely more important than a mountain of gold, because animal manure is falling off year by year owing to the fact that petrol is taking the place of animal power all over the world. The mountain of manure is not a thing that decreases in value, but is increasing in value every year. If an international syndicate were formed to buy Nauru at a full price it would be worth £1,500,000,000.

clumsiness of the driver, or the position, at the tail of the train, of our car, or a gruesome combination of all three, I am not prepared to say. All I know is that is was a very lively night for us, and literally swarms of mosquitoes ambushed under our pillows kept us, like David Harum's dog, from brooding over our identity.

A shorter journey from Ipoh to Penang was, on the other hand, most comfortable. In every way the line was as good as one could wish. Indian railway travel is a strange mixture of old and new.

THE DEATH OF DR. WU TING FANG.

AN EVENTFUL CAREER.

A STATESMAN IN ADVANCE OF HIS ERA.

The news of the death of the aged Dr. Wu Ting Fang, at Canton, yesterday, will touch a sympathetic chord in the hearts of all who knew him, whatever may be their opinion of his political associations of the last few years, for his personal qualities of heart and mind won him the highest respect and esteem. Though he was eighty years of age, it is doubtless true that the anxieties of the past week in Canton shortened his life. At all events since Dr. Wu passed what the scriptures call the "allotted span of life," he had looked forward to at least ranking among the centenarians of the age in virtue largely of his adherence to a vegetarian diet. At his great age only a strong faith in the justice of the political principles he fought for could have induced him to forego the ease and leisure to which his many years of labour in the service of his country long ago entitled him.

The late Dr. Wu Ting Fong was born in 1842, a native of the province of Kwangtung. He was educated in Hongkong, at St. Paul's School, and after leaving school entered the Service of the Hongkong Government as a clerk at the Magistracy. That is where he got his introduction to Law. Later he was called to the Bar at Lincoln's Inn. We believe he was the first Chinese to be admitted to the English Bar, and the first Chinese barrister to be admitted to practice in the Courts of the Colony. That was in May, 1877. His LL.D. (*hoc causa*) was, we believe, an American honour.

In the service of China, the late Dr. Wu Ting Fang had filled during his long life many high offices, under the Monarchy as well as under the Republican régime. In 1878 he went to Washington as the Minister of the United States, Spain and Peru, and after the usual terms of service in that post he returned to China to be in turn Vice-President of the Board of Commerce, 1903; Commissioner for the Revision of Treaties, 1903; Vice-President of the Board of Foreign Affairs, 1903; of the Board of Punishments, 1906; Commissioner for the Revision of Laws, 1905. In that year also he was appointed a Judge of the International Court of Arbitration at The Hague. In 1907 he went to Washington again as Minister to the U.S.A., Spain, Peru and Cuba. He enjoyed a great reputation in America, as an amiable, clever gentleman with a nice turn of wit.

He returned from the United States *viâ* Europe, intending to retire into private life for he was then about 68 years of age. But in 1911 the Revolution broke out, and he was induced to associate himself with Sun Yat Sen in the negotiations which resulted in the abdication of the Monarchy. Dr. Wu Ting Fang was a tower of strength to the Revolutionary Party at this time and their success in the negotiations was certainly due very largely to his advocacy. When the Republican régime was inaugurated, Dr. Wu Ting Fang again retired into private life, settling down at Shanghai, and he did not actively intervene in politics except to write a strong letter of protest to Yuan Shih Kai when he was making his unhappy attempt to inaugurate a new dynasty. Because of the turn events took therefore, threatening as they did to destroy all hopes of that Constitutional Government to establish which he had devoted his time and energies so freely, he yielded to the pressure of his friends to join the Government at Peking. He took the portfolio of Foreign Affairs, but he found himself in uncongenial political surroundings which did not comport with his ideas of the sound progressive Government he sought to establish, and he again came south and joined Sun Yat Sen, in whose integrity and political wisdom he always reposed the greatest confidence. Since that time Dr. Wu Ting Fang has been prominently identified with the Canton movement to overthrow the Government at Peking as being unconstitutional and illegal. He was from the first a member of the Administration in Canton, and since the organisation of the Cabinet has been Minister of Foreign Affairs. It will be remembered that he, as well as Sun Yat Sen, some two years ago, left Canton for a time "in disgust" for Shanghai, but returned to harness when through the military successes of General Chen Chiung-ming, the Kwangsi men who had gradually usurped the control of the province had been ousted and "Constitutional Government" was once more enthroned in Canton. The rupture

(*Continued at foot of next column.*)

between General Chen and Dr. Sun Yat Sen must have been a great grief to him though he managed to disguise it well, and remained faithful to Sun to the end. When Chen Chiung-ming was dismissed from the Civil Governorship of the province, Dr. Wu Ting Fang was appointed to fill that post as well as the post of Minister of Finance concurrently with that of Minister of Foreign Affairs. In the strenuous times of the past six weeks these new offices must have imposed upon him heavy work and responsibilities, and the past week, which drove him first to seek asylum in the Canton Christian College, and afterwards into hospital, proved too much for a Constitution which has in recent years been subjected to so heavy a strain.

Whatever may be thought of the wisdom of his political policies, the name of Dr. Wu Ting Fang will surely be enshrined in the history of his country as a patriot who strove conscientiously to the utmost of his power and with single-minded purpose to establish in China the political conditions which he believed could alone make for the betterment of the country in whose service he has devotedly laboured and in whose service he has died. It cannot be said of the late Dr. Wu Ting Fang, as it can unfortunately be said of so many of his countrymen who have risen to high office, that personal aggrandizement was his aim; he was, we understand, comparatively speaking not a wealthy man, but we believe him to have been as high-minded a gentleman as China ever produced. We have never heard a word breathed against his honesty or his moral rectitude in any respect. His unconscious fault, and Dr. Sun Yat Sen's fault, also, lay in their failure to realise that their political theories—or at all events—plans of political action, were impracticable in a country so retrograde and benighted as China so obviously is at the present time. Republican Government is a plant of very slow growth and the soil of China is not yet prepared to receive the full grown trees which the few ultra-Republicans in China are endeavouring to plant in the expectation that it will immediately take root and flourish.

Dr. Wu Ting Fang's death is a severe blow to any hopes which Dr. Sun Yat Sen may still cherish of re-establishing himself in Canton.

THE CHAIR COOLIES' FEUD.

ANOTHER FRACAS YESTERDAY AT NOON.

The Police operation the other day did not put an end to the bitter feud existing between two rival clans of chair coolies named the "Chans" and the "Luis." Despite the fact that the police on Thursday captured 27 of the Chan clan, whilst they were on the march to do battle with the Lui clan, there was a further outbreak of the trouble yesterday when the districts surrounding Aberdeen Street and Staunton Street was aroused to a state of panic. Chair coolies of the Chan clan, supported by the Wong clan, were to be seen moving about in small parties looking for members of the rival clan of Lui. There were several collisions and though the Chans were the stronger body the Luis put up a strong defence. There were several broken heads, but the injured men on the approach of the police managed to crawl away into hiding. The police were kept busy clearing the district of the attacking party and an hour or more elapsed before things quietened down. The affair took place about tiffin time.

In yesterday's fighting the police arrested seven men and during the afternoon warrants were issued for the arrest of four others who are said to be leaders in the trouble. The total number arrested since the commencement of the trouble is 34.

The quarrel is said to have arisen quite recently over a matter of precedence of picking up fares on the public chair stands. One party is trying to force the other into a back place.

The 27 chair coolies arrested by the police on Thursday were yesterday brought before Mr. E. W. Hamilton and charged with riotous behaviour.

One of the men was further charged with having assaulted a Chinese constable. This man and another, said to have been a ring-leader, had been allowed out on bail of $50 each, and the other 25 were released on bail of $20 each.

Mr. H. L. Dennys appearing for the defence, asked for a remand and reduction of bail.

Remarking that he considered the bail reasonable in view of the nature of the charge, the Magistrate fixed the hearin of the case for Tuesday afternoon next.

DEEP BAY MURDER CHARGE.

THE FOUR PRISONERS ACQUITTED.

CHIEF JUSTICE ON THE EVIDENCE OF WIVES.

The trial concluded, yesterday afternoon, of the four members of the Tam family charged with the murder of a man named Tang in Deep Bay on May 1st.

The case was heard before the Chief Justice (Sir William Rees-Davies) and a jury consisting of: Messrs. S. Dunn (foreman), J. Sloan, E. W. Blackmore, Ramasamy Sundram, Tsao Kai, F. Ellis and C. Stewart.

The Attorney-General (the Hon. Mr. J. H. Kemp, K.C.) conducted the case for the Crown, and Mr. T. N. Chau, instructed by Mr. A. E. Hall, defended.

The story of the prosecution in this matter was that amongst the boat people who divide their time in smuggling and trading between Hongkong and Chinese territory are two families; the Tams and the Tangs. At the end of April, one of the Tang family's boats lay at Shamshuipo, taking on board a questionable cargo, for some of it, at least, was sulphur. On May 1st the boat reached Castle Peak, where, at nightfall, it was alleged, members of the Tam family attacked them, robbed them of their contraband cargo and murdered two of them.

When the moon rose, the Tams began to move away with their captures, and a woman of the Tang's party heard an altercation. Then, across the waters, she heard the death shrieks of two brothers Tang and saw two bodies being thrown into the sea. Two days later a fisherman accidentally hauled up one of the bodies and, meantime, information had been given to the police. Four men of the Tam family were arrested and were indicted on the capital charge.

Several witnesses were called for the Crown. Some of them were bound by the prisoners (they said) but were afterwards released. One escaped and swam ashore. A woman said she saw two bodies thrown overboard after the prisoners had completed the robbery of their victims' craft.

The motive ascribed for the crime by the witnesses was greed. It was admitted that both parties were robbers and smugglers and, as one of the witnesses put it, "the eyes of the Tams turned blue with desire" when they saw what a valuable cargo of contraband (surphur) the Tangs had got.

It was alleged that one of the prisoners offered the father of the murdered man $500 "not to give strong evidence against him. One of the women who gave evidence told the Court of the dilemma she was in. If she spoke against the prisoners she expected to be assassinated: if she did not, the friends of the murdered man would probably murder her. Her way of expressing "the horns of a dilemma"—an expression naturally not included in her vocabulary—was to say that "the skin on the front of my hand is as tender the skin on the back of my hand."

THE JUDGE'S SUMMING UP.

In his summing-up the Chief Justice observed to the jury that the case was in some respects complicated; at the outset it appeared to him very complicated from the number of boats, so to speak, "brought into the picture:" each boat containing so many people. It seemed likely to be difficult to follow the case, but, after all, the issue to be decided was a fairly simple one.

The jury had to say whether they were satisfied with the evidence of the witnesses for the Crown; if they were, they should find all four prisoners guilty as being all concerned in the matter. The defence had put forward an *alibi*; the prisoners said, "We were not there; we were on the other side of the Bay that night." It was extremely simple to put forward that sort of statement and it was the duty of the Jury to scan such evidence very closely, in case where the evidence of the prosecution was strong.

These men had called their wives to support their *alibi*. Until a comparatively recent date wives were not permitted to give evidence for or against their lawful husbands, in criminal cases. Under recent Acts of Parliament they could do so if they so desired. No one could compel a wife in this respect, but she was competent if she so desired. The reason of the former prohibition was that our forefathers—who in some respects were sometimes wiser, perhaps, than we are—very much doubted whether a woman could be depended upon to tell

(*Continued at foot of next column.*)

the truth where her husband was concerned. Seven gentlemen of common sense would naturally weigh with very considerable caution the evidence of these women with regard to the whereabouts of their husbands. At any rate, it was a very simple matter for a man to go into the witness-box and say, "I was not there: I was cleaning my boat on the other side of the bay," and it was an extremely simple thing for these men to call their wives to say so too.

They had also put forward,—and the Chief Justice said he confessed it was, to his mind, the strongest point in their favour — that they remained in British Territory instead of running away. The Attorney-General had suggested, in reply to that, that they did not suppose that news of the crime would have been so quickly conveyed to the police; also that they delayed in order to arrange the disposal of the proceeds of their robbery. It was a point in their favour that they were next day in the place where they were accustomed to be and where it would be perfectly easy for the witnesses for the prosecution to get at them.

"When you consider the story of the witness for the prosecution," continued the Chief Justice, "how they definitely say they saw these four men take the cargo and bind the men in charge; when some say they themselves were bound and saw the dead men bound, and then saw the cargo deliberately transhipped; when you consider all that, you are perfectly justified in asking what explanation the prisoners can offer or suggest to be in mind of any other person which would lead them to concoct this story against innocent men. The prisoners can only suggest some trifling dispute."

The Jury retired to consider their verdict and returned into Court seven minutes later.

In reply to the usual questions, the Foreman said the Jury had arrived at unanimous verdict of "not guilty."

The Judge told the prisoners they were discharged and then, turning to the Jury, he said: "Gentlemen, I have much pleasure in discharging you, with the thanks of the Colony for your services, and to release you from all Jury duty for three years."

A WORLD TOUR.

"EMPRESS OF FRANCE" TO CALL HERE WITH 800 TOURISTS.

In the early part of next year—probably about March—Hongkong is to have a visit from 800 American tourists who are to tour the world on the s.s. *Empress of France* which has been chartered from the C.P.O.S. for the purpose. The tour is to be completed in the remarkably short time of 120 days, which is about four months. The arrangements include a visit to the following countries or ports:—Cuba, Panama, San Francisco, Honolulu, Japan, China (which includes a stop at Hongkong and a flying visit to Canton), Manila, Java, Burma, Ceylon, India, Egypt, Italy, France, England and home.

OUR HARBOUR HAWKERS.

OVER 400 WITHOUT LICENCES.

According to Sgt. Elston at the Magistracy yesterday morning, there are over 1,000 hawkers who ply their trade on the Hongkong harbour. Of this number 600 are in possession of licences and the remaining number, estimated at 400, are without licences. The latter, the Sergeant said, include Europeans, Indians, Japanese and Chinese. He added that arising out of a complaint made by the Deputy Superintendent of Water Police regarding the nuisances caused by these hawkers a campaign had been started against them.

The Magistrate (Mr. Lindsell) remarked that it was news to him that a licence was required to hawk in the harbour. He had always thought that people were privileged to sell things on the water without a licence. In view of the fact that this was the first case of its kind, Mr. Lindsell decided to impose the nominal fine of $1 each on seven hawkers who were found in the harbour the previous day selling goods without a licence.

A project is on foot to introduce the highest forms of the Chinese culinary art into the Imperial Household of Japan. With this in view the Superintendent of the Imperial Kitchens is leaving Tokio to investigate Chinese cooking, and in the course of his tour he will visit Peking, Tientsin, Tsingtao, Shanghai, Hongkong and Canton.

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PRICE $25.

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FROM $19.75.

UMBRELLAS, GOLOSHES.

BLACK AND BROWN

WATERPROOF BOOTS.

INTIMATIONS

THE HONGKONG JOCKEY CLUB.

AN EXTRA GYMKHANA is fixed for SATURDAY, JULY 8TH, 1922. Draft Programmes and Entry Forms may be obtained at Race Course, Hongkong Club and Causeway Bay Stables.
Entries close Tuesday, June, 27th. [1125

IN THE INTERNATIONAL MIXED COURT OF SHANGHAI.

IN THE MATTER of the ESTATE of the LATE ZIH LI KUNG,
late COMPRADORE of the
HONGKONG AND SHANGHAI BANKING CORPORATION.

TAKE NOTICE that by an Order of this Honourable Court dated 17th May, 1922, the undersigned are appointed Administrators ad interim of the Estate of the late Mr. ZIH LI KUNG.
Creditors are required to file their claims at our offices on or before 30th June, 1922, after which date, no further claims will be recognized.
All debts due to the Estate should be paid to us forthwith and debtors are warned not to pay their debts to any person or persons other than ourselves.
SETH, MANCELL & McLURE.
Official Court Accountants.
7, Avenue Edouard VII.,
Shanghai, 9th June, 1922. [1143

ST. JOHN'S CATHEDRAL.

MONDAY,
JUNE 26TH,
AT 9.15 P.M.

ORGAN RECITAL

Violinist:
MRS. BALEAN.

[1147

DAIRY FARM NEWS.

Your health depends upon your Ice Box.
Insure yourself against Summer ailments by having everything cooled with our pure

CRYSTAL ICE.

PASS BOOKS ON APPLICATION.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE!

OWING to the advancing cost of newspaper production, it has been decided to make an increased charge of 20 per cent on present rates, as from APRIL 1st, 1922, on the following descriptions of casual advertisments namely:—
Government Notifications.
Municipal Notifications.
Official Notification.
Legal Notices.
Company Notifications.
Association, Club and Society Notices.
This, of course, does not affect the charges made for contract spaces held by commercial firms or or small "Want" advertisements.
HONGKONG DAILY PRESS.

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TEA, INDIGO	Sold on commission in British and Continental Markets. Samples valued. Best ports for consignments indicated.
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OILSEED	
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ORES, MICA	
GUMS, AND	
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CONTAINING ALL THE WEEKS LOCAL NEWS.

The Paper to send Home

INTIMATIONS

HONGKONG TRAMWAY CO., LTD.
(INCORPORATED IN THE UNITED KINGDOM).

NOTICE.

CERTIFICATE No. 2691 for 200 Shares of this Company in the name of DR. JEU HAWK of 70, Queen's Road Central, Hongkong, has been LOST or STOLEN, and NOTICE IS HEREBY GIVEN that unless the said Certificate is produced at this Office within 30 days from the date hereof, a duplicate Certificate for the said Shares will be delivered to DR. JEU HAWK, and the original Certificate will thereafter be deemed cancelled and of no effect.
W. E. ROBERTS,
Secretary.
Hongkong, 15th June, 1922. [1139

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer
"MYRMIDON"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 19th June.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.
No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 24th June, will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 8th July, or they will not be recognised.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th June, 1922. [1144

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT SAID, COLOMBO & STRAITS.

THE M.V. "GLENBEG"
having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.
Goods not cleared by the 26th June, 1922, at 5 p.m., will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Goddard and Douglas, on 26th June, 1922, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
Agents.
Hongkong, 18th June, 1922. [1150

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer
"PYRRHUS"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 21st June.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.
No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 27th June, will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 11th July, or they will not be recognised.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 20th June, 1922. [1151

THE BEN LINE STEAMERS, LTD.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

The Steamship "BENLEDI."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG and KOWLOON WHARF & GODOWN COMPANY, LTD., whence and/or from the wharves delivery may be obtained
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst., will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 13th July, or they will not be recognised.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 10 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO. LTD.,
Agents.
Hongkong, 22nd June, 1922. [1154

PREPAID "WANTED" ADVERTISEMENTS

☞ Letters are lying at this Office for Boxes QV, RF, RU, RW.

TO LET.—Top Flat in Orient Buildings, Coronation Road, Kowloon, Apply Box "T.A." c/o *Daily Press* Office. [178

WANTED.—Large Unfurnished House, Hongkong or Kowloon, Box S.Z., c/o *Daily Press* Office. [177

WANTED TO BUY SECOND-HAND PERAMBULATOR—Large size—Apply stating Full Particulars to Box S.X., c/o *Daily Press* Office. [175

WANTED—Experienced SHORTHAND TYPIST. Apply to A.B.C., care of the office of this Paper. Beginners need not apply. [173

OFFICES WANTED—3 rooms. Central Situation. Apply Box S.L., c/o *Daily Press* Office.

TO LET—OFFICES, top floor, Prince's Buildings—Apply HARRY WICKINS & Co.

TO LET.

NEW EUROPEAN FLAT situated in Wantsai Gap Road near Bowen Road. Apply to COMPRADORE DEPARTMENT of Banque de L'Indo-Chine. [1068

TO LET.
From 1st July, 1922 or Earlier if Required.

SUITE of 5 OFFICES, 2nd FLOOR of 15, 16, 17, 18 & 19, Connaught Road Central, Verandahs to each room FACING HARBOUR, LIFT from the Ground Floor.
Apply Box 750 c/o *Daily Press* Office. [750

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 2 storied brick and concrete building suitable for office and godown.
Further details apply:
485] W. G. HUMPHREYS & Co.

FOR SALE.

ABSOLUTELY NEW.

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(2) Two 50 BHP. two cylinder Bolinder Oil Engines direct connected to 25 KW. 115 Volt direct current (compound wound) dynamos complete with back of board field rheostat for each machine.
(3) Two oil fuel tanks capacity of each 20 tons.

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MISCELLANEOUS GOODS.

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VALUABLE
HOUSEHOLD FURNITURE

SATURDAYS:—
EXCELLENT
HOUSEHOLD FURNITURE

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *Hongkong Daily Press*, are charged for at the rate of $1 each (as announced in May and June of 1920), providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertised column at the prevailing rates.

EYE COMFORT

means better health and better results from your work, and if your eyes require glasses you have careful and expert examination in fitting the proper correction. Eye comfort requires also just an expert care in the manufacture and adjustment of your glasses. You will find it worth while to consult a reliable firm, devoted exclusively to optical work; over ten years experience in the Colony. You will find no better equipment any where than in the office and factory of The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, located in 53, Queen's Road Central.—ADVT. [343

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for

PRICKLY HEAT.

A SOVEREIGN REMEDY.

Has been well and favourably known for many years.

A. S. WATSON & CO., LTD.,

Hongkong Dispensary.

BIRTHS.

BEDDINGTON.—At Shanghai, on June 17th, the wife of J. L. BEDDINGTON, of a daughter.
BERTHET.—At Shanghai, on June 19th, to Mr. and Mrs. ED. J. BERTHET, a daughter.
SALTER.—At Shanghai, on June 18th, to Mr. and Mrs. F. W. SALTER, a daughter.
WALKER.—At Shanghai, on June 19th, to Mr. and Mrs. M. P. WALKER, a son.

MARRIAGES.

SCARBOROUGH—YOUNG.—At Shanghai, on June 17th, THOMAS WALTER SCARBOROUGH to NORAH YOUNG.
SIMMONS—BISSEKER.—At Shanghai, on June 17th, ALFRED JOHN SIMMONS, of Tsinanfu, to ETHEL RICHARDS BISSEKER, of Birmingham.

DEATH.

PEIRCE.—At Pootung, Shanghai, on June 18th, ROSE LILLIAN, beloved wife of Leonard George Peirce, aged 29 years.

HONGKONG OFFICE: 10a, DES VOEUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 24TH, 1922.

CHINA'S FOREIGN TRADE.

In the Report by the Statistical Secretary of the Maritime Customs Administration (Mr. FERGUSON) on the Foreign Trade of China an attempt is made to estimate the value of the total foreign trade of China per head of the population. Taking 400 millions as the population of China, Mr. FERGUSON calculates that the total value of the foreign trade of the country per head of the population was in round figures 3s. 3d. in 1901; 5s. 8½d. in 1911, and 14s. 10½d. in 1921. For the purpose of comparison Mr. FERGUSON reproduces from *The Economist* of November 12th, 1921, the following table which shows the foreign trade per head of the population for the year 1912 (before the war upset all calculations by its disastrous effects on exchange):—

	£	s.	d.
Netherlands	90	16	6
Belgium	67	15	0
Switzerland	35	17	6
Denmark	29	15	1
United Kingdom	20	10	6
France	19	5	8
Norway	19	2	1
Sweden	15	5	10
Germany	15	4	9
Italy	7	8	4
Rumania	6	19	4
Portugal	6	9	8
Austria-Hungary	5	4	4
Greece	4	8	11
Spain	4	5	3
Bulgaria	3	10	0
Servia	2	10	8
Russia	1	13	4

And China's average for 1921 is under 15s. *per capita*. This figure, as Mr. FERGUSON remarks, appears in comparison, extremely small. But, as he also says, the remarkable improvement shown in the figures of the last twenty years, which we have quoted above, "may well be taken to prove that, given favourable environments, the potentialities of China's trade are enormous." In the final paragraph of his report the Statistical Secretary alludes again to "the vast potentialities of foreign trade, both import and export, in a country like China, with its immense resources as yet scarcely tapped." He rightly points to the development of railway systems and other means of communication generally as important factors in the emancipation of China, and "it is pleasant to be able to record that the Government and the people are fully alive to this fact." Mention is made of the fact that road-building has been taken in hand in many places in several provinces, "while the building of further railways will, no doubt be proceeded with when times are more propitious." Better roads and streets, he points out, have given an impetus to the importation of motor vehicles, which are now met with in increasing numbers throughout China. Conservancy matters and improvement of the waterways are engaging the continued attention of the authorities. "Industrialism is proceeding apace. A remarkable advance was made in shipbuilding during the year, and other extensive developments in the industrial field can be reported. Mills and factories of almost every description are springing up throughout the country, and though progress in this direction has been somewhat retarded of late owing to the difficulty of procuring foreign machinery during, and shortly after, the war, this obstacle has now been removed and is already resulting in a rapid growth of the list of Chinese factory products kept by the Customs authorities. Waterworks, electric-light plants, telephone and gas installations, and filatures are being erected in many towns and cities in the interior, and, if only a favourable atmosphere can be created by dispelling the clouds of internal dissension which are hovering over the country, progress in all directions will no doubt be assured." It may be hoped that recent political developments have brought us within measurable distance of that time.

Two unknown Filipinos murdered Karl Piderit, manager of La Flor de Intal cigar company, Manila, while he was asleep in his room last week.

An attempted robbery took place at No. 1, Laichiyuen, Kowloon City, about 8.20 p.m., on Thursday. Five men rushed into the house through the door which had been left open. The occupants were successful in raising the alarm and the men were forced to beat a retreat without stealing anything.

For failing to observe the rules of the road, the master of the steam launch *Gladiator* was fined $10 by Commander Beckwith, at the Marine Court, yesterday. The masters of the steam launches *Yan Hing*, *Lee Yick*, *Chi Wo* and *Kwong Yat* were fined $15 each. Previous convictions were proved against the last four named.

The clothes of a boy were found on the Wanchai Reclamation, on Thursday, by the Police; shortly after the discovery was made a woman living at No. 2, Kennedy Street called at No. 2 Police Station and reported her 17 year-old son as missing. She identified the clothes as belonging to the boy. The boy is believed to have been drowned while bathing in the harbour.

The only fresh news from Canton is to the effect that Chen's soldiers have reopened the gambling houses in Honam, and the gambling business goes on night and day enjoying large patronage. The controlling military authorities are apparently taking no measures to enforce the anti-gambling law. The City of Canton is quiet and the Bund yesterday appeared as busy as ever.

Major L. Chenevix-French, C.M.G., D.S.O., Royal Engineers, arrived by the *Pyrrhus* and assumed the duties of General Staff Officer (II.), Capt. and Bt.-Major R. B. Young Sherwood Foresters, G.S.O. III. who has been recently performing the duties of G.S.O. has ceased to do so and Lieut. R. H. Donovan, R.G.A., has ceased to perform the duties of G.S.O. (III.).

The *N.-C. Daily News* says:—Mr. A. G. Stephen, chief manager of the Hongkong and Shanghai Bank who left by the *Empress of Russia* expects to be back in Shanghai in October. He is then bringing out Miss Betty Addis, whose marriage to Mr. D. G. M. Bernard, manager of Messrs. Jardine, Matheson & Co., in Hongkong, takes place in the autumn. Mr. Stephen has now a residence in Shanghai, where Mrs. Stephen is living, and expects in the future to visit this town as often as his duties at Hongkong will permit.

The owner of motor-boat *Kwong Ngum* pleaded guilty at the Marine Court, yesterday morning to a charge of failing to take out a licence for his boat. A fine of $100 was ordered and the Magistrate, Commander Beckwith, pointed out to defendant that this was the second time he had contravened the law with regard to his motor-boat. On May 19th he was warned by the Court and fined $25, yet it had had no effect. In addition to the fine, the Magistrate ordered defendant to take out a licence forthwith. A fine of $50 was imposed on the owner of the motor-boat Kwong Sang Loong, who was charged with failing to take out the necessary boat licence, and with allowing his motor-boat to be under way without a certified coxswain or engineer. The defence was that the boat had just completed her trials and she was only used for carrying a number of fitters.

The German Ambassador to Japan has left for Home and the Chilian Ambassador has followed suit. Commenting upon their departure the Liberal News Agency remarks that outwardly they are returning home on furlough, but in truth their return is said to be due to the high cost of living in Japan. For the same reason many of the members of the staffs of legations and consulates have been sent back since the spring. Commenting on this report the *Kobe Herald* says that although all the hotels in the country are full it is not because of the presence of visitors but of people who have business which takes them to Japan. While the Tourist Bureau advertises hotel rates at from six to ten yen a day, the fact is that the actual charges are sometimes twice and even thrice this figure. Nor is it any consolation to know that the Japanese hotels are even more expensive than the foreign ones.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

BRITAIN'S ATTITUDE ON CHINESE POLITICS.

WILL FACILITATE NATIONAL CONSOLIDATION.

LONDON, June 22nd.

In the House of Commons at question time, Mr. C. B. Harmsworth (Under Secretary for Foreign Affairs) said that the Government would lose no opportunity to use its good office to facilitate the progress of Chinese national consolidation, so far as they could, consistently with the policy of non-intervention in the internal politics of China.

EMPEROR OF ANNAM.

RIDICULES IMPENDING MARRIAGE STORY.

PARIS, June 22nd.

The Emperor of Annam ridicules the report that he is about to marry a European lady. He said that he intended to have his son educated in France.

NAPOLEON AND ST. PAUL.

WERE THEY MEDICALLY UNFIT?

Consideration of the Local Government and other Officers' Superannuation Bill was concluded on May 16th by the Standing Committee of the House of Commons. The bill, which is permissive in character, enables local authorities and other public bodies to start contributory superannuation schemes.
Dr. Murray entered a protest against Clause 30, which provided for medical inspection. As things were going, he said, everyone would soon be medically inspected and certified unfit for anything. According to present-day ideas Napoleon and St. Paul would have been medically unfit. (Laughter.)
The clause was deleted from the bill.

CABLES.

EARLIER CABLES.

FIELD-MARSHAL SIR HENRY WILSON ASSASSINATED.

A DASTARDLY CRIME.

TWO ARRESTS MADE.

LONDON, June 22nd.

Field-Marshal Sir Henry Wilson has been shot dead outside his London residence.

Two arrests have been made.

SHOT AFTER UNVEILING WAR MEMORIAL.

Sir Henry was shot shortly after unveiling a war memorial to the Great Eastern Railway employees at Liverpool Street Station. He drove up in a taxi-cab to his residence, in Eaton Place, at 2.40 in the afternoon.

There are conflicting accounts of the tragedy. Some say that the assassins forced their way into the house after a fight with the police who were recently assigned to watch the Field-Marshal, whilst others say that two men opened fire immediately Sir Henry had alighted from the taxi-cab, but that he ducked, the shots missing him. He leapt up the steps and tried to open the door with his latchkey. A third shot hit him in the head and he fell into the roadway in a pool of blood. The police, on hearing the shots, rushed up and a running fight ensued, in which four constables were shot, two seriously. Two arrests were made. The name of the two men arrested are Connolly and O'Brien.

MURDERERS FIRE ON CROWD.

Eaton Place was under repair at the time of the tragedy but the workmen's accounts of the actual tragedy are most contradictory. But they, and other eye-witnesses give graphic stories of the pursuit. It appears that when Sir Henry Wilson fell, the murderers tried to seize a motor-car standing on the corner, but in this they were frustrated and fled on foot, walking rapidly in the centre of the roadway, firing at a crowd of two hundred pursuers headed by ten policemen. The murderers fired on the crowd, wounding a civilian, in addition to two constables. The murderers were rounded up in Ebury Street and captured after a desperate struggle, in which the police used their truncheons. One ruffian, taking aim with a revolver, was disarmed with a blow on the wrist by a skilfully thrown truncheon. The infuriated crowd closed in and the police had the greatest difficulty in preventing the murderers from being beaten to death.

The murderers are officially described as being 24 years of age each, of no occupation or address. One, a big-burly man, was badly hurt in the struggle and the other was slightly limping.

TRAGEDY CAUSES DISMAY IN COMMONS.

The news of the tragedy caused the greatest stir and dismay in the House of Commons. Mr. Lloyd George was so absorbed that he failed to answer a question regarding honours to members. There was momentary irritation, but Mr. Asquith crossed to the Treasury Bench and earnestly discussed the matter with Mr. Lloyd George. Mr. Winston Churchill and Mr. Chamberlain while business halted. Then, Mr. Asquith rose and emotionally described the tidings as of the most dreadful character and the murder of a gallant soldier—one of the Great War Generals—who had become a highly esteemed member of the House of Commons.

Mr. Chamberlain, replying to Mr. Asquith's request for information, gave what was available and proceeded to pay a tribute to the late Field Marshal's service. He concluded by moving the adjournment of the House, precedents notwithstanding, as a mark of profound respect.

This was sorrowfully done.

REACTION IN ULSTER FEARED.

Reuter understands that after the adjournment of the House of Commons, the Ministers discussed the position but, in the absence of full information of all the circumstances, were unable to reach any conclusions regarding the possible consequences of the assassination. A widespread fear prevails among Members of the House of Commons that there will be a reaction in Ulster which will fall upon the Catholic minority. It is also suggested that the extremists who planned the murder may contemplate other assassinations and it is said that the police are taking special precautions to protect certain other persons, possibly marked down.

A POLICE VICTIM.

LATER.

One of the policemen wounded in the chase of the murderers has died.

PRINCE'S BIRTHDAY DINNER CANCELLED.

His Majesty the King has cancelled the dinner which was to have been given to-day in honour of the birthday of H.R.H. the Prince of Wales, in consequence of the murder of Sir Henry Wilson.

STATEMENT BY SCOTLAND YARD.

LATER.

In the House of Lords, Lord Birkenhead read a Scotland Yard message, stating that Sir Henry Wilson was shot three times. An examination disclosed wounds in the body, arm and leg. It is believed that the shooting occurred on the threshold of his house when he was about to leave.

The two arrested men are James O'Brien and James Connolly, and they have declined to give an account of themselves beyond saying that they are soldiers. But they have not indicated their regiment. The police have found a copy of the official organ of the I.R.A. on Connolly and also correspondence proving that he was undoubtedly a member of the I.R.A.

Lord Birkenhead paid a tribute to the late Sir Henry and Lord Salisbury moved a resolution recording the House's detestation of the horrible crime by which the country had been deprived of its most distinguished soldier and public servant.

Lord Crewe and others supported, after which the House silently adopted the resolution.

LATEST PARTICULARS.

UNIVERSAL EXPRESSIONS OF HORROR AND DETESTATION.

LONDON, June 22nd.

Universal horror and detestation has been evoked by the murder of Field-Marshal Sir Henry Wilson. This is expressed in this morning's newspaper editorials, and is coupled with the highest tributes to the deceased and the bravery of the policemen.

BELFAST REPRISALS ANTICIPATED.

Grave anxiety is expressed regarding the reaction in Ireland, where it is feared the tragedy will tend to widen the chasm between North and South, and evoke reprisals in Belfast.

The crime has dismayed and depressed Dublin.

There seems good reason to believe that Sir Henry Wilson died sword in hand, having drawn his sword when the first shot was fired, as the weapon was found out of the scabbard.

LONDON POLICE MAY BE ARMED.

The authorities are considering the advisability of arming the London Police.

The wounded persons, contrary to the previous report, are all doing well.

The Chief of Staff of the Irish Republican Army regulars, has denied that the murder of Sir Henry Wilson is the work of the Irish Republican Army.

LONDON, June 22nd.

Detectives in motor-cars made a series of raids on suspected Sinn Fein quarters in London to-night, and seized quantities of fire-arms and bombs. There were no arrests.

THE ACCUSED MEN REMANDED.

LONDON, June 22nd.

Connolly and O'Brien were charged at the Westminster Police Court with the murder of Sir Henry Wilson. They were remanded.

FIELD-MARSHAL FOCH EXPRESSES GRIEF.

PARIS, June 22nd.

Field-Marshal Foch, in an interview with Reuter's correspondent, said that he was profoundly grieved at the assassination of Sir Henry Wilson as he cherished a most sincere affection for a faithful and brilliant colleague, both during the war, and in the post-war deliberations of experts.

Field-Marshal Foch has telegraphed his sympathy to the family of Sir Henry Wilson and will attend the funeral.

M. Millerand and M. Poincare have also telegraphed their sympathy.

THE PUBLIC EXCLUDED FROM THE COURT.

LONDON, June 23rd.

Crowds packed the street outside the Westminster Police Court long before the Court opened. The public were rigorously excluded, only those connected with the case and the pressmen being admitted.

PRISONERS UNDER ARMED GUARD.

Connolly and O'Brien were brought to the Court in a taxicab with drawn curtains, strongly guarded by two officers inside and another beside the driver, all armed and prepared for any eventuality. The prisoners were rushed in the back entrance, and appeared in the dock with thick blood-stained bandages on their heads. Their demeanour was defiant.

THE POLICE COURT PROCEEDINGS

The proceedings at Westminster Police Court were short. The prosecutor, Mr. Travers Humphreys, said that no time would be lost in bringing to justice the perpetrators of this foul and detestable murder. It would probably be necessary to ask the court to withhold the names and addresses of witnesses and to prohibit photographing. The Police Inspector testified that when charged at the Police Station, neither prisoner replied, but Connolly later asked, "how are the other chaps who were shot?" When told that they were progressing favourably, they both said they were glad to hear it. The prisoners have been remanded for a week.

STARTLING STATEMENTS AND INTERESTING DISCLOSURES.

LONDON, June 23rd.

In the House of Commons there was an unusually large attendance, owing to the expectation of further developments in connection with the assassination of Sir Henry Wilson.

The Premier was absent, and in replying to complaints regarding this, Mr. Chamberlain explained that Mr. Lloyd George was conferring with the police authorities in regard to future steps.

Startling statements and interesting disclosures were made in the course of a half-hour bombardment of Mr. Chamberlain with questions, mostly by the die-hards.

PRECAUTIONS FOR SAFETY OF BRITISH SUBJECTS.

Mr. Chamberlain, in replying, said that every possible step was being taken to protect the lives of the British subjects in Ireland and also here. He announced that the Irish debate would be held on Monday when the Government would give information which could properly be published.

FURTHER POLICE RAIDS.

Police raids were carried out last night, as the result of a conference between the Premier Mr. Edward Shortt (Home Secretary), Mr. Chamberlain and the Scotland Yard officials. The conference will be resumed this morning.

NUMEROUS POLICE RAIDS.

LONDON, June 23rd.

In the House of Commons, Mr. Chamberlain stated that as the result of numerous police raids last night, following the assassination of Sir Henry Wilson, fifteen men and one woman were detained. Some arms and incendiary tubes were discovered.

SCOTLAND YARD ADVISED WITHDRAWAL OF POLICE PROTECTION.

LONDON, June 23rd.

In the *House of Commons*, Mr. Chamberlain stated that, owing to the belief that the Irish position had improved, police protection had been withdrawn from Ministers and others, except the Chief Secretary, a month ago, on the advice of Scotland Yard.

He declined to state whether the provisional Government had been asked to trace the antecedents of the alleged assassins, and to arrest the leader of the Irish Republican Brotherhood. The police were unarmed at their own request, but the conference will reconsider the question of arming them.

HOME SECRETARY CALLED ON TO RESIGN.

Mr. Shortt, in reply to a question, said that no information had been received in regard to any threats to assassinate Sir Henry Wilson.

Lieut.-Col. M. Archer-Shee declared that he had seen a letter to Scotland Yard about Sir Henry Wilson, and indignantly called on Mr. Shortt to resign.

POSSIBLE POLITICAL OUTCOME.

All the questions put to the Government were marked by deep indignation at what is apparently regarded as the supineness of the authorities.

The debate on Monday may be of considerable political importance.

[Field-Marshal Sir Henry Hughes Wilson had a distinguished military career. He served with distinction in the Boer War as well as in the European War. He was Assistant Chief of General Staff to Lord French in 1914, and later was a corps commander. Liason Officer with the French, and British Military Representative at Versailles in 1917 and in February, 1918, he became Chief of the Imperial General Staff. He was honoured with the K.C.B. in 1915, and the G.C.B. in December, 1918, "for services in connection with the war." In July, 1919, he was made a Field Marshal and in the following month the King honoured him with a baronetcy and Parliament voted him £10,000 in appreciation of his war services.

On his retirement from the Army Sir Henry Wilson entered Parliament, and his speeches on military subjects have commanded wide attention by reason of the fact that they put forward powerful arguments against the policy of reducing the military forces of the Empire at the present time. Viewing the European situation as a soldier, he saw not a more hopeful but a more threatening situation. In a speech on the Army Estimates last March he said that Europe, which in 1914 consisted of great Empires, had now been broken into a number of small States, and the change had not lessened the military danger. There were now in Europe, in the quite Near East, 11 States with no access to the open sea, and five more that had access only to the Black Sea, making a total of 16 States without access to the warm water. In spite of the reduction of the German and Austrian Armies, there were as many armed men in Europe to-day as there were in 1913. There was no rattling of the sabre in the speech. On the contrary, Sir Henry Wilson declared that the primary duty of an Army was to prevent war. One of the ways of preserving peace was to have an Army sufficiently strong that they could prevent war. If they could not from reasons of policy preserve the peace, then the next duty of an Army was to win a war; but it was infinitely cheaper to have a force which would prevent war. There was also the possibilty of having an Army not sufficiently strong either to prevent or win a war, but just sufficiently weak as to lose a war. That was the most terrible of all catastrophes that could happen to an army. If the estimates placed before the House and the reductions in the fighting troops contemplated were carried out we should have that third army. The hypotheses upon which the Geddes Committee based their suggested reductions of the Army were false. The first was that, the German peril having passed, there was no need to keep an Army to face the Germans. "We never raised one man, kept one horse, used one wheelbarrow because of the danger of a war with Germany," he said.

Field Marshal Sir Henry Wilson, an Irishman himself, was in favour of strong measures for dealing with crime in Ireland. A little while ago Sir James Craig, Prime Minister of Northern Ireland, sought his opinion and advice on the present and future of Ireland, and the following is an extract from his reply:—

"You have asked for my opinion and advice on the present and the future. Here they are: Owing to the action of Mr. Lloyd George and his Government, the twenty-six counties of South and West Ireland are reduced to a welter of chaos and murder difficult to believe, impossible to describe. A further consequence of the course pursued by Mr. Lloyd George is seen by the state of unrest, suspicion, and lawlessness which has spread over the frontier into the six counties of Ulster. The dangerous condition which obtains in the twenty-six counties will increase and spread unless

"1.—A man in those counties rises who can crush out murder and anarchy and re-establish law and order. With a thousand years of Irish history to guide us, it is safe to predict that this will not happen, unless

"2.—Great Britain re-establishes law and order in Ireland.

"Under Mr. Lloyd George and his Government this is frankly and laughably impossible, because men who are only capable of losing an empire are obviously incapable of *holding* an empire, and still more incapable of regaining it. In the face of such a state of affairs what is my advice?

"1.—Get Great Britain warmly on your side. There never was a more fair-minded, more generous people than the men and women who live in England, Scotland, and Wales. Get them on your side. Tell them, and get others to tell them, the real truth of what is now going on in the South and West, and what is really passing in Ulster. Get those splendid Britons on your side, for with Great Britain with you there is nothing which cannot be done—as witness the last Great War—whilst, on the other hand, with Great Britain indifferent, lukewarm, or hostile, there is but little that can be done.

(Continued at foot of next column.)

EARLIER CABLES.

THE SITUATION IN IRELAND.

THE REPUBLICAN ROUT.

LONDON, June 22nd.

The latest figures in the Irish elections are:—Coalition pro-Treaty, 55, Coalition Republican, 34; Labour, 15; Farmers, 6; Independents, 10. It is noteworthy that the anti-Treatyites lost 24 seats. The Independents, including Farmers and Labourites, form 25 per cent. of the new Parliament. Of sixteen Labourites, only one was defeated. The declaration of polling in Mr. Collins' constituency, Mid. Cork, alone remains to complete the Republican rout. It is already known that Mr. Collins has headed the poll by double the quota required to secure election. There were 56,593 voting for eight seats in Mid. Cork, hence the counting is protracted. The Labourite also polled more than his quota. The completion of the poll at Kildare, Wicklow, which voted 4 to 1 pro-Treaty, resulted in three Independents displacing three Republicans. The Coalition Treatyite, Mr. Byrne, headed the poll, while the Republican, Mr. Barton, only secured election under proportional representation.

LATER.

Mr. Collins' election for Mid. Cork may be declared void as a result of tampering with ballot papers.

THE QUESTION OF WAR DEBTS.

BRITAIN MAY DEMAND INTEREST IN CASH.

LONDON, June 22nd.

The question of the French war debt to Britain was brought up in the House of Commons and evoked a statement by Mr. Lloyd George that the French Government had not endeavoured to raise the question of cancellation, but the subject was naturally informally mentioned between the representatives. The Premier repeated that the taxpayers would be unable to remit the sums advanced to other countries during and after the war if the payment of interest and capital were pressed in respect of loans to Britain to aid in the prosecution of the war. The Government had therefore notified such countries that we must be regarded as free to ask for interest in cash in respect of money advances from next October.

THE OPEN GOLF CHAMPIONSHIP.

STERN INTERNATIONAL STRUGGLE.

LONDON, June 22nd.

At Sandwich, the first day in the Open Golf Championship proper was remarkable for the failure of Kirkwood, who was quite obscured by the British and American performances. The Australian played nervously, giving only glimpses of his recent form.

Walter Hagen, after an indifferent morning round, leads the field with an aggregate of 149, followed by Duncan, Taylor and Barnes 151; Hutchison 153. Kirkwood stood fourteenth with 155.

The Americans are playing most confidently. Hagen's putting being uncannily accurate. With Taylor and Duncan playing soundly, however, the final stage promises a stern struggle of a distinctly international character.

THE DAVIS' CUP.

AUSTRALIAN VICTORIES OVER BELGIUM.

LONDON, June 22nd.

At Scarborough, in the Davis Cup competition, first round, Patterson (Australia) beat Washer (Belgium) by 6/3, 6/4, 6/4. Patterson was rather weak in his backhand play, but his service was greatly superior.

Anderson (Australa) beat Watson (Belgium) by 6/2, 6-1, 6/2. This was a much more interesting match than the first, the players going up to the net frequently. Both made excellent strokes, but Anderson was generally the cleverer.

DUTCH FIRST CHAMBER ELECTIONS.

SOCIALIST LEADER DEFEATED.

THE HAGUE, June 22nd.

The First Chamber elections resulted in a debacle for the Left parties, which lost eight seats. The position now is: Right, 41; Left, 9.

The Socialists M. Polak, President of the Dutch Diamond Workers' League, and M. Vankol are among the unseated.

[In Holland the First Chamber signifies the Upper House contrary to British practice, according to which the Upper House is termed the Second Chamber.]

And while laying the case before Great Britain he made detailed proposals to Sir James Craig for considerable alterations in the command of all the armed forces of Northern Ireland; for the reclassing and readjusting, as well as the strengthening of the police; for redrafting laws concerned with the carrying of arms; and finally for increased powers for rapid and drastic action against the illegal importation and carrying of *arms, bombs, etc.* "With Great Britain in active sympathy with you in your efforts to maintain law and order, and with the great addition in strength which I hope my proposals will give you, I think," he wrote, "that in the very near future you will see a wonderful recovery in a situation which at the moment must cause you grave anxiety." How far his advice has been acted upon we do not know, but his assassination is clearly due to what he has done with a view to securing the pacification of Ireland by the methods of a soldier. His assassins were Sinn Feiners. It is some satisfaction to know that they were arrested and in the ordinary course of justice will pay the penalty of their detestable crime; but that is small compensation indeed for the loss of a great soldier and a great patriot. The Field Marshal was 58 years of age.]

"DIRECT ACTION" IN AMERICA.

MANY FATALITIES IN COAL STRIKE.

HERRIN (Ill.), June 22nd.

It is reported that fourteen persons, mostly mineguards, were killed and a score injured owing to five thousand striking miners storming the coal company's buildings.

THE BLOOD LUST.

LATER.

It is now believed that thirty were killed in yesterday's fighting between unionist and non-unionist miners.

Bodies were found scattered over fifteen square miles, some riddled with bullets, some beaten to death, and others hanged on trees.

NEW ADJUTANT-GENERAL.

SIR PHILIP CHETWODE APPOINTED.

LONDON, June 23rd.

Lieut.-General Sir Philip Chetwode has been appointed Adjutant-General of the Forces in succession to Sir G. M. W. Macdonogh, who retires on September 11th.

[Lt.-Gen. Sir Philip Chetwode, born 1869, entered the Army in 1889, and has served in Burmah, the South African War and the European War. In 1917-18 he commanded the 20th Army Corps, and did notable service in Syria after having held a command in Egypt.]

LABOUR LEGISLATION IN THE U.S.

AMENDMENTS TO CONSTITUTION.

CINCINNATI, June 22nd.

As the result of labour decisions by the Courts is adverse to labour, the American Federation of Labour has decided to propose amendments to the Constitution, giving Congress power to veto decisions of the Supreme Court, and guaranteeing the right of the workers to organise and bargain collectively and to strike, also prohibiting child labour.

REDUCTIONS IN U.S. COASTAL RATES.

PREFERENCE FOR COTTON CARGOES.

NEW YORK, June 22nd.

The Southern Pacific and Mallory Steamship lines announce a 30 per cent. reduction in cotton rates between Gulf and Atlantic ports from July 1st, meaning an enormous saving for the New England mills; also a 10 per cent. reduction on all other commodities. Export cotton rates remain unchanged.

THE PRINCE'S RETURN.

CREATED A KNIGHT OF THE THISTLE.

LONDON, June 22nd.

The Prince of Wales has been created a Knight of the Thistle.

[The Most Ancient and Most Noble Order of the Thistle ranks second only to the Order of the Garter. Established in 1540, the Order was reconstituted by a statute of 1827, which provided that it should consist of the Sovereign and 16 Knights. The motto of the Order is "*Nemo me impune lacessit*—nobody insults me with impunity."]

COUNTY CRICKET.

YORKS BACK IN FORM.

LONDON, June 22nd.

At Huddersfield, Yorks beat Warwick by an innings and 271 runs, Holmes scoring 220 not out.

At Southampton, Hants beat Glamorgan by an innings and 106 runs, Brown scoring 153 not out.

AMUNDSEN REACHES ALASKA.

TO START FOR SIBERIA.

SEATTLE, June 22nd.

The explorer Amundsen, in his ship *Maud*, has arrived at Nome, Alaska, and proceeds immediately to East Cape, Siberia.

INDIAN LOAN IN DEMAND.

LONDON, June 22nd.

The New Indian 5½ per cent. loan is in good demand by investors. The quotation has improved to ½ per cent. discount.

U.S. BANK RATE DOWN.

BOSTON, June 22nd.

The Federal Reserve Bank has reduced the discount rate by ½ per cent. to 4 per cent.

FLIES AS DISEASE CARRIERS.

Lieut. Alfred E. Moore, addressing a meeting of the Council of the Institute of Pestology, said the time had arrived, when the public should be told that it is not merely a matter of self-preservation to kill flies and to prevent their breeding, but that it is a civil duty of the most exigent and pressing kind. Dr. Howard, an American authority on flies, had suggested that the housefly should be renamed the typhoidfly, and the researches of Doctors Kellog, Jordan, and Howard led investigators to the conclusion that flies were implicated as carriers of tuberulosis, cholera, leprosy, syphilis, opthalmia, spinal meningitis, epidemic dysentry, and eggs of tapeworms, hook worms, and other parasitic worms. As contaminators of food there was not another living thing in the whole world that could anywhere approach the fly.

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HOW TO BE HAPPY.

DR. FRANK CRANE ON ILLUSIONS.

Dr. Frank Crane, the American publicist, who, as Lord Riddell said, spoke to 10,000,000 people daily, gave a bright address at the Hyde Park Hotel, where he was entertained at luncheon by the English-speaking Union last month.

The trouble of the world, he said, is its continued belief in illusions; and he illustrated this theme by four typical illusions, which, he said, were almost universally believed in. They were:—

That virtue is unpleasant.
That work is an affliction.
That force is effective.
That happiness is obtainable.

Education, said Dr. Crane, was the correction of the errors of common sense; ignorance was practically without idealism.

"Dealing with the first illusion, Dr. Crane said that our theology, Government, and economic system were all shot through with the same error. Particularly glaring in this respect was our prison system. "Our whole system" of jurisprudence is that if you want to reform a man you must hurt him. I never knew a case of a man being cured by prison. Punishment belongs to the child-stage of the race, and the only policeman worth the name is the moral inhibitions of the ordinary man or woman."

Work, he continued, should not be considered as on the same level as going to gaol. Natural work was a pleasure, and the bulk of the happiness of the world was a by-product of work. It was a foolish thing to talk of saving up all one's pleasure till the next world; God intended this world to be delightful, not Heaven.

"The survival of the fittest," said Dr. Crane, "is not the survival of the strongest. It is the meek that inherit the earth. The Tyrannosaurus is dead; the cow is still with us."

"But I can tell you in one minute how to be happy," he added. "It is by just wanting less. Happiness is the relationship between your own mind and the outer world. That also is the basis of all religions."

Other epigrams of Dr. Crane were.

I have found few men convinced by argument—and no women.

The agitator is seeking right, not wrong.

The only "bad men" in Western America now-a-days are in the cinema camps at Los Angeles.

No one has a right to talk about what he doesn't like.

Truth is not a rock, but a river; it is fluid.

CHOOSING YOUR TENNIS RACQUET.

[BY ALAN L. NORMAN IN THE "DAILY CHRONICLE."]

As the racket has a big influence upon a player's form, the choice should be made with forethought and care.

Fashions have changed considerably of late years, and this is mainly due to the development of the faster game which has come to us from Overseas.

Nowadays almost all tournament players are taking to lighter rackets. It used to be customary to urge men players that speed of stroke could not be attained without a racket, heavy in the head, and weighing 14½oz. and upwards. But to-day the volleying strokes play a bigger part in the game, and these heavy rackets cannot be wielded so freely in fast exchanges at the net as lighter ones. Therefore one must compromise.

FAMOUS PLAYERS' RACQUETS.

W. T. Tilden's racket weighs under 14oz. Norman E. Brookes in his great days used a 13oz. racket; Ramdolph Lycett, the hardest hitter in England, always uses one weighing 13½oz. Gordon Lowe, the player with the classic back-hand drive, recommends a racket light in the head, Mlle. Suzanne Lenglen, Mrs. Beamish, and many other front-rank lady players insist that one weighing from 13oz. to 13½oz. is quite heavy enough for any girl who hopes to excel both, in driving and the net strokes.

I recommend that the average man should select a racket weighing from 13½oz. to 14oz. He must suit himself as regards size of handle, but should avoid those "barge-poles" so prevalent a few years back. The man taking a size 8 in. gloves is usually suited with a handle 5in. in circumference near the leather end; the average girl would be suited generally with a handle from 4¾in. to 4¾in.

Avoid all rackets that feel top heavy, the even balance is the best—that is the racket which balances on the finger at the exact middle. Swing the racket vertically with a wrist action and fingers loose to test the weight and balance; if it does not come up easily discard it as top heavy. Be sure that the racket feels comfortable in the hand when trying it through your various strokes.

HIGH TENSION STRINGING.

Manufacturers, too, are stringing rackets much tighter than hitherto; most experienced tournament players to-day declared that they cannot have too high a tension in the stringing.

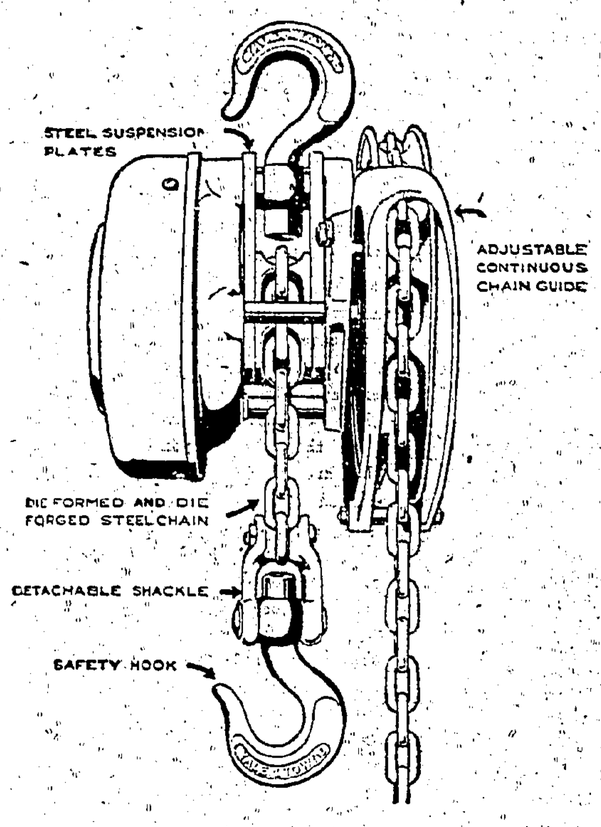
Purchasers who expect the strings of a racket to give a full season's wear must choose stout gut. Don't expect too much; a hitter like Gerald Pattern will knock holes in the finest gut in three weeks. The thinnest gut has the greatest driving power, but naturally its life is not a long one.

Keep your racket always in a press, tightly screwed up, when not in use, and, if possible, have a spare one for days when the ground is damp. Moisture is your racket's greatest enemy, therefore keep it in a dry room. Don't leave it lying about on the grass, and if compelled to play through rain or on a wet court, dry it carefully, especially the strings, afterwards.

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ROYAL RELICS.

The *Manchester Guardian* states:—There seem to be some signs that the downfall of so many princes in the last few years has not discouraged one of the most curious of hobbies—that of collecting odds and ends which have been associated at some time or another with great personages. Not long ago we were told of the "discovery" of a pair of stockings once the property of Queen Victoria, and an advertiser is now asking for tenders for an Inverness coat said to have been the property of King Edward. It may be noted in passing that Royalty itself has given some colour to this hobby, for Queen Victoria had a curious collection of relics of departed personages. As an inverted instance of the hobby may be recalled the case of the oldest of the Dukes of Newcastle, who never allowed the cast-off liveries of any of his many retainers to be sold, with the result that, when the collection was disposed of at his death, it was said that half the porters of London were wearing the Newcastle liveries. Horace Walpole was the prince of these collectors, with his researches after "Queen Mary's comb, Wolsey's red hat, the pipe which Van Tromp smoked during his last sea fight, and the spur which King William struck into the flank of Sorrel."

Smoking potentates have been a great asset to those collectors, and there must be quite a number of people who revel in the possession of butt-ends of King Edward's cigars; though the great ones have occasionally foiled their admirers, as when Blowitz was going off with the cigar which Bismarck gave him and the Prince insisted on retaining him and lighting the cigar with his own hand. The sale of George IV.'s very miscellaneous wardrobe was a joy to the collectors of that period. Of the tragedies of such collections the most famous is that of Walter Scott, who bore off the glass from which George IV. had drunk on landing in Scotland—and sat on it.

The Master of the Rolls, with Lords Justices Warrington and Younger, has reversed the decision of Mr. Justice Astbury in the case of the Trustee of the property of G. Scranton, a bankrupt, *v.* Pearce, holding that a trustee in bankruptcy is entitled to sue on behalf of the estate for the recovery of sums paid by cheque by the bankrupt, prior to bankruptcy, in respect of losses incurred on horse races.

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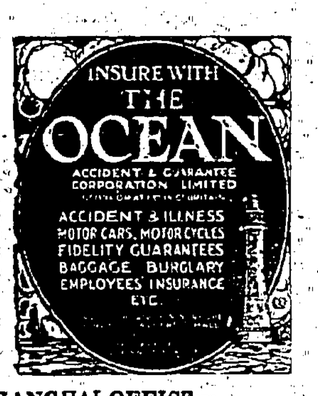
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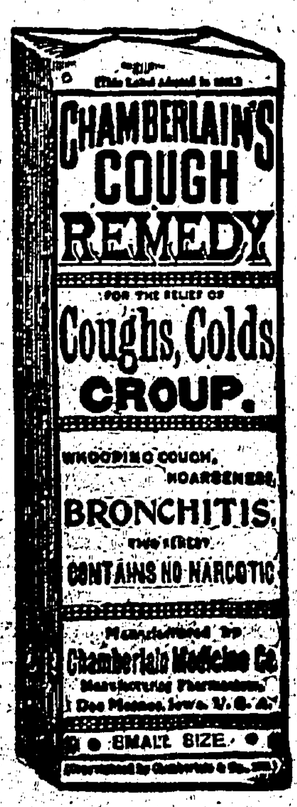
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WHY YOUR STOMACH FAILS AND WHY IT NEEDS THE AID OF MOTHER SEIGEL'S SYRUP.

There is scarcely a man or woman amongst us who does not occasionally feel "out of sorts." Nothing serious, probably, but quite enough to lessen our energy and happiness.

Sometimes we blame the weather, or our work, or some little worry or trouble; and perhaps we are right, but only because these things will upset the stomach just as readily as unsuitable food or eating too quickly.

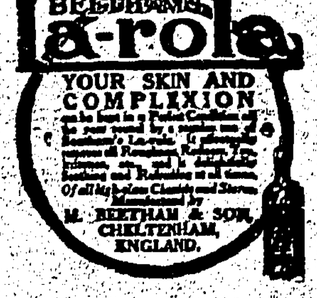
Experience proves that the stomach is easily affected—easily deprived of its tone and efficiency—and if this state of affairs is not soon remedied, more serious troubles will follow quickly.

Is not this your own experience? When you feel "out of sorts" don't you find that one trouble seems to lead to another. In the first place, however, didn't your appetite flag? And wasn't your tongue furred? You should need no further proof of the fact that your stomach was to blame. And if the fault lies with your stomach, common sense tells you that the remedy which, for fifty years, has been most successful in restoring weak and jaded stomachs to strength and efficiency is the remedy most likely to do you good. That remedy is Mother Seigel's Syrup—known throughout the Empire as the best, the most successful, the most reliable and the cheapest remedy in the world for stomach and liver troubles.

Indigestion—which is only another name for the failure of your stomach, liver or bowels to do their duty properly—is a very real danger and menace to your health and strength. It robs you of the nourishment you should obtain from the food you eat. It loads the system with impurities which find their way into the blood, causing headaches, languor and often blotchy skin. It causes windy spasms, pains before and after eating and lowers your vitality.

If you have digestive trouble, why not profit by the experience of others and take Mother Seigel's Syrup? There is nothing better for indigestion or for biliousness, constipation, flatulence, headaches and pains after eating. Not only does Mother Seigel's Syrup speedily banish these distressing symptoms of impaired digestion, but it keeps them away.

Be guided by the experience of others who avoid the consequence of stomach and liver troubles—avoid the pain and discomfort of digestive disorders—by just taking 30 drops of Mother Seigel's Syrup whenever they feel the slightest tendency to stomach or liver troubles or have partaken heartily of food which might disagree with them. Mother Seigel's Syrup never fails them, and it won't fail you. Put it to the test to-day. If you prefer tablets to liquid medicine, the Syrup can be had in tablet form. R. 302.



GERMAN NAVAL HISTORY.

SINKING OF THE "AUDACIOUS."

HOW THE MINES WERE LAID.

In the preface to this volume of Captain Groos's history which is to be published by the firm of Mittler & Son, Berlin, the writer remarks that realizing how powerful an instrument for war the German Navy showed itself to be two years later in the Battle of Jutland, it is difficult to understand why the High Sea Fleet remained practically inactive while great decisions were being fought out during the early operations of the war of movement on the Western front and during the transport of reinforcements to the British Army.

He describes at length the fighting off the Belgian coast, but, curiously enough, while inviting very earnest attention to the importance, both moral and material, of the U-boat operations in the Channel, off the Scottish ports, the Norwegian coast, and even inside the British blockading line, he considers it was just these early operations which led both belligerents to attach an undue importance to the value as instruments of sea warfare of the submarine, the mine, and the torpedo, a view which led to the apparent reluctance to employ the larger battle units. Thus, in course of time, the British Admiralty came to count less upon obtaining the mastery by action and relied almost wholly upon methods of blockade, constantly increasing in stringency. In another portion of his volume the author seems to admit that by these means the offensive action of German naval power was also, substantially checked, if not, indeed, wholly destroyed.

In this volume there are to be found the German accounts of many important events; some of these are more or less in agreement with English records already published, while others throw a wholly different light upon them: and one of the most striking of these last appears to be the story of the events leading up to and resulting in the loss of the *Audacious* on October 27th, 1914, a synopsis of which now follows.

THE "BERLIN'S" VOYAGE.

In the third week of this month the German auxiliary cruiser *Berlin*, Captain Pfundheller, had been sent out with the undermentioned orders:—

"The approach to Glasgow, south of the Cumbrae Islands and between Garroch Head and Farland Head, is to be sown with mines. If this cannot be fully carried out, then the attempt must be made to mine the line, or south of it, Garroch Head—Cumbrae Lighthouse. If this again proves impossible of attainment the effort must be made to sow mines in the fairway to the Firth of Clyde between Pladda and Turnberry Point."

It will be apparent from the above that it was the intention that the *Berlin* should not only penetrate into the Irish Channel, but right into the Firth of Clyde, in order to close the fairway just where it was at its narrowest about the Cumbrae Islands. But since the passage to be mine-sown was no more than 61 miles in breadth, it was quite possible for the minelayer to pass over the whole distance in one night and reach the exit again before dawn.

The writer describes briefly the voyage of the *Berlin*, and states that as the cruiser neared the coast she intercepted very many British wireless messages, coming therefore to the conclusion that powerful enemy forces were in the vicinity. Acually, it was just the time when the First British Battle Cruiser Squadron was proceeding N. to sea from Lough-na-Keal, while the First and Fourth Battle Squadrons coming from N. were going to Lough Swilly.

At first Captain Pfundheller was in doubt whether he would be able fully to fulfil his mission, but finally he decided to "carry on," and about 4 p.m. on October 22nd—having worked up to full speed, which was only 17 miles an hour—he arrived off the Irish coast, and directly darkness set in got ready the 200 mines with which he was equipped and prepared to commence operations.

By 1.10 a.m. on the 23rd all the mines had been laid along a stretch of 10 miles, and special precautions were taken to render difficult their discovery and removal. But, the number of mines available being limited, Captain Pfundheller does not appear to have anticipated any really successful result from his efforts.

Covered by a heavy rainstorm, the *Berlin* withdrew unobserved from these waters, and betook herself to the seas between Iceland and Greenland, whence, experiencing very heavy weather and engine trouble, the vessel eventually—on November 17th—reached Dronthcim, where ship and crew were interned by the Danish authorities until the end of the war.

HOW THE "AUDACIOUS" SANK.

In the meantime, while the *Berlin* was actually engaged in laying her mines, the greater part of the British Fleet, under Admiral Jellicoe, had anchored only some 30 miles off in Lough Swilly, the Battle Squadron moving off again on October 26th. The battle of Ypres was then at its height, it was to be expected that at any moment German forces would take part in the fight for the Nieuport sluices, and Admiral Jellicoe was very anxious to take the fleet again to sea as soon as possible.

The battle cruisers were ordered to rendezvous in Cromarty Firth, while the Third Battle Squadron was to coal in Scapa Flow. The Second Battle Squadron had already left Lough-na-Keal and was sailing to a rendezvous some 30 miles N. by W. of Tory Island, where it was to be met by the cruiser *Liverpool* carrying targets for firing practice.

At 6 a.m. on October 27th the squadron reached the meeting place, and four hours later was about 20 miles north of it, near Tory Island, steaming in line ahead, when there was heard a tremendous explosion on the port side of the battleship *Audacious*, the third in line, then engaged in making a turn. The ship at once stopped.

Nobody could say whether a mine or a torpedo had caused the explosion, for although the British considered the presence of a minefield in these waters as quite impossible, at the same time, as the

(*Continued at foot of next column.*)

point of junction of important sea-routes to the Clyde and to Liverpool, the spot was specially favourable from the enemy point of view for the establishment of such a field. Further, the Canadian convoys were originally to have pursued this route, but these were now for nearly a fortnight safe in harbour.

It was therefore hardly to be expected that enemy mine-layers had baited these waters. All the same, for some considerable time past no U-boat had been reported hereabouts, but it did not seem possible that there was any other cause for the occurrence.

In compliance with the orders issued after the loss of the *Cressy*, *Hogue*, and *Aboukir*, the squadron at once steamed away from the spot, in order that no further casualties should be incurred, and "wirelessed" for help for the stricken vessel. Until such should come on the scene the small cruiser *Liverpool* and the target-carrier steamed at high speed round the *Audacious* so as to keep off the imaginary U-boat.

ADMIRALTY'S SILENCE.

The writer makes some interesting observations on the silence which was by the British Admiralty imposed and maintained in regard to the loss of the *Audacious*. On the very day that the vessel was sunk the German efforts to break through to the Channel port had reached their highest, and on that day, too, the Nieuport sluices were opened. Within the next 48 hours a decision must be reached.

Too many were aware of the loss of the ship—*e.g.*, the passengers on the *Olympic*—for the Admiralty to expect that the secret could be kept more than a week or 10 days at most, but within that time is was hoped that the crisis would be past. The reasons for maintaining silence were political as well as military, for at this time the wavering Turks had not yet definitely decided to throw in their lot with the Central Powers, and it seemed likely that the knowledge of so great a German success might just tip the scale in favour of Germany.

Jellicoe was consequently instructed on October 28th to keep silence about the sinking of the *Audacious*, and though Turkey decided two days later against England, the secret was still kept. It was not, however, until about November 19th that it was known in Germany that the destruction of a British battleship had been caused by the mines laid by the *Berlin*—a very much longer time than the English Admiralty had anticipated. On the other hand, it was only towards the commencement of the following year that the English people learnt that the auxiliary cruiser *Berlin* was the cause of the disaster.

Further losses were avoided by the issue of warnings and by means of certain measures which were taken accurately to define the position and limits of the minefield and to buoy passages through it.—*Times*.

D.S.O. COLONEL TO REBUILD MOSCOW.

LORD PARMOOR'S SON.

WINNING BACK A LOST FORTUNE.

Colonel the Hon. Frederick Cripps, son of Lord Parmoor, has gone to Moscow to complete his plans for the rebuilding of a large portion of the Soviet capital of Russia. A telegram was received from Moscow by the Information Department of the Russian Trade Delegation in London to the effect that "the British Beecham Trust had obtained rights for leasing Moscow building lots, repairing and completing unfinished houses." Behind that announcement is the romantic story of a man of 37 who is seeking to recover from the Soviet Russians a fortune he lost to them before the great revolution.

About seven years before the war he lived in Russia, where he represented a big financial house. While there he made rapid advancement, and later established the Russian-English Bank, of which Mr. Austen Chamberlain was a member of the council.

£200,000 LOST.

The war came, and he returned to England to take up the command of the Royal Bucks Hussars, gaining the D.S.O. and being mentioned in despatches. The Russian revolution and the passing of the nation under the control of the Bolsheviks cost him more than £200,000.

"I am not one of those who sit at home and grumble at the money I have tied up in Russia," he said when discussing his concession from the Soviet Council of Moscow. "I think the only way to get it back is to go out there and earn it from the Russians. And this what I now intend to do.

"I entered into negotiations with the Beecham Trust, Limited, for the carrying out of this work, and we shall start modestly with a scheme which will, I think, become a very big thing before it is finished, running into many millions of pounds. I cannot at present state the amount.

"I have signed an agreement with the Soviet Council of Moscow. I shall rebuild, repair, and complete unfinished houses, shops, and public buildings in the city. Free leases of 18 years have been agreed upon for buildings requiring only minor repairs, 36 years for medium repairs, up to 90 years for those requiring capital repairs and new buildings.

BRITISH ARCHITECTS' TASK.

"I shall then be able to let the buildings and shops to tenants at rentals, the property passing to the Soviet at the termination of the leases."

"British architects and engineers will be employed on the task, and the bulk of the materials will come from England. Local labour will be used from the actual construction work."

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STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

BANGKOK via SWATOW	"CHAKSANG"	Tuesday,	27th June, Noon.
SHANGHAI via SWATOW	"WAISHING"	Wednesday,	28th June, Noon.
HAIPHONG via HOIHOW	"LEESANG"	Thursday,	29th June, Daylight.
TIENTSIN	"CHEONGSHING"	Friday,	30th June, Noon.
SHANGHAI via SWATOW	"TUNGSHING"	Friday,	30th June, Noon.
MANILA	"YUENSANG"	Friday,	30th June, 3 p.m.
SHANGHAI, MOJI & KOBE	"KUTSANG"	Monday,	3rd July, Noon.
TSINGTAU via SWATOW, & SHANGHAI	"HOPSANG"	Tuesday,	4th July, Noon.
SHANGHAI via SWATOW	"TINGSANG"	Wednesday,	5th July, Noon.
TSINGTAU via SWATOW & SHANGHAI	"HANGSANG"	Friday,	7th July, Noon.
STRAITS & CALCUTTA	"KUMSANG"	Friday,	7th July, 3 p.m.
SANDAKAN	"HINSANG"	Saturday,	8th July, Noon.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

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M.V. "GLENLUCE"	1st July.
S.S. "GLENSHANE"	20th July.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
S.S. "GLENIFFER"	4th July,	Genoa, London, Hull, Antwerp & Hamburg.
S.S. "RADNORSHIRE"	8th August,	London, Rotterdam, Antwerp & Hamburg.

Movements are subject to change without notice.

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SHIPPING NEWS

ARRIVALS.

June 22nd.

Laen Siamad, Siamese str., 1,012 tons, Capt. L. Kumhang, from Bangkok, with rice and wood.—B. & S.

Van Overstraten, Dutch str., 2,836 tons, Capt. J. J. Claasen, from Amoy, with a general cargo.—J.C.J.L.

Wuhu, British str., 1,227 tons, Capt. J. Pringle, from Swatow, 7½ hrs.—B. & S.

June 23rd.

Chaksang, British str., 1,470 tons, Capt. C. W. Falk, from Bangkok, with a general cargo.—J. M. & Co.

Empress of Japan, British str., 5,040 tons, Capt. A. J. Holland, from Vancouver, with a general cargo.—Canadian Pacific S.S., Ltd.

Hektor, Norwegian str., 3,325 tons, Capt. Thoresen, from Kuratsu, with coal.—Thoresen & Co.

Shantung, British str., from Canton.

Taming, British str., 1,536 tons, Capt. H. A. Gaadd, from Manila, with a general cargo.—B. & S.

CLEARANCES.

June 23rd.

Amherst, for Hoihow.
Bendidi, for Shanghai.
Chihnan Maru, for Keelung.
Haihong, for Swatow.
Kwangtze, for Shanghai.
Kwangsang, for Swatow.
Taiwan Maru, for Keelung.
Tailer, for Weihaiwei.
Van Overstraten, for Singapore.
West Orana, for Shanghai.
Wingsang, for Manila.
Wuhu, for Ningpo.

PASSENGERS.

ARRIVALS.

Per R.M.S. *Empress of Japan*, on June 23rd:—Mr. E. Anderson, Capt. W. Davison, Mr. C. O. Farmer, Mr. M. C. Isaphani, Miss C. M. Kennedy, Mrs. P. Neuwirt, Mr. and Mrs. Wm. Newton, Mr. T. Ohwick, Mr. J. Razavet, Miss K. L. Schaeffer, Mr. R. Seyd, Mr. A. Steeler, Mr. C. E. Tavares, Mr. Ed. A. Bunidge, Mr. A. Brasted, Mr. K. Knutsen, Mr. L. and O. Larsen, Mr. L. Larsen, Mr. I. Mathisen, Mr. M. Mathisen, Mr. M. Martinsen, Mr. F. Norberg, Mr. G. Oiberg, Mr. P. Svendsen.

SHIPPING MOVEMENTS.

The M.M. s.s. *Chanzard* left Haiphong yesterday, and is due here on Monday, June 26th.

The s.s. *Lycaon* (Blue Funnel) arrived at London on June 21st.

The motor ship *Teneriffe* is due in Hongkong on July 4th.

The R.M.S. *Empress of Japan*, Capt. A. J. Holland, R.N.R., Commander, will leave here for Victoria and Vancouver, B.C., *viâ* Shanghai (Woosung), Nagasaki, Kobe and Yokohama at noon on June 28th.

VESSELS EXPECTED.

Ceylon Maru (N.Y.K.), due June 24th.
City of Lincoln (Bank Line), due August 15th.
City of Manchester (Bank Line), due July 12th.
Egra (B.I. Apcar Line), due June 25th.
Empress of Japan, due June 23rd, 7 a.m.
Japan (B.I.), due July 8th.
Kaihgar (P. & O.), due about July 1st.
Matsumoto Maru (N.Y.K.), due July 2nd.
Siberia Maru (T.K.K.), due July 1st.
St. Albans (E. & A.), due July 3rd.
Teneriff (N.A.A.L.), due July 15th.
Tyndareus (Blue Funnel), due June 24th.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL, Hongkong: 25th June, 1922. 2nd Sunday after Trinity
Holy Communion (7.30 a.m.); Matins (11 a.m.); Responses, Ferial; Venite, Helway (3rd morning); Psalms, 10 Tallis; Oakeley 13, 13 Turle; Te Deum, Oakeley in F; Benedictus, Garrett in C; Anthem, "Love not the World," Sullivan; Hymn, 260.
N.B.—Psalm 10, verses 1, 2, 7, 10, 13, 14, 19, 20 in unison.
Psalm 12, verses 1, 2, 9 in unison.
Psalm 13 verses 1, 6 in unison.
Hymn 260, verse 4 in unison.
Healing Service (12 noon); Evensong 3 p.m.); Responses, Ferial; Psalm, 15, 16, Kelway; Magnificat, Turle (2nd even); Nunc Dimittis, Wesley; Hymns, 165, 540, 22.
N.B.—Psalm 15, verses 1, 7 in unison.
Psalm 6, verses 1, 2, 6, 9 12 in unison.
Hymn 165, verses 1, 3, 5, 6 in unision.
Hymn 540, verses 1, 4 in unison.
Hymn 22, verses 1, 4 in unison.
Organ Recital on Monday next, June 26th, at 9.15 p.m. [115

UNION CHURCH (Kennedy Road).—Sunday Services, June 25th. Morning Service at 11 a.m. Subject of Sermon: The Merry Heart.
Evening Service at 6 p.m. Subject of Sermon: Coals of Fire.
Preacher at both Services: Rev. J. Kirk Maconachie. [114.

FIRST CHURCH OF CHRIST SCIENTIST, MacDonnel Road, below Bowan Roads, Train Station. Sunday, 11.15 a.m Wednesday 5.45 p.m. [123

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, July to December, 1921.

With INDEX, Price $7.50.

On sale at the *Hongkong Daily Press*.

WEATHER REPORT.

June 23rd, at 12.48.—Pressure has decreased moderately at Vladivostock, and increased slightly over Indo-China and from Hongkong to Philippines.
The Tongking depression is still shallower. The Shanghai depression has moved eastward.
Hongkong Rainfall for the 24 hours ending at 10 a.m., 23rd June, 0.01 inch. Total since January 1st, 25.46 inches, against an average of 35.18 inches.
The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST
Hongkong to Gap Rock	S. winds, moderate; fair to showery.
Formosa Channel ...	The same as No. 1.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 23rd.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.68	29.71	29.73
Temperature ...	85	81	86
Humidity ...	80	86	78
Wind Direction	S	Calm	SSE
" Force ...	2	0	2
Weather ...	c	c	c
Rain	0.51	0.00	0.01

Highest open-air Temperature on 22nd... 87
Lowest open-air Temperature on 23rd ... 81

HONGKONG TIDE TABLE.

From 24th to 30th June, 1922.

Days of Week.	Days of Month.	High Water. H'kong Standard Time. h. m.	ft.	in	Low Water. H'kong Standard Time. h. m.	ft.	in
Satur.	24	m 7 53	7	3	m 1 10	2	4
		9 31 a	4	2	3 28 a	0	4
Sun.	25	m 8 36	7	6	m 2 26	2	4
		10 19 a	4	3	4 7 a	0	1
Mon.	26	m 9 23	7	7	m 3 4	2	4
		11 9 a	4	3	4 47 a	0	2
Tues	27	m 10 13	7	7	m 3 45	2	5
					5 28 a	0	2
Wed.	28	m 0 1	4	3	m 4 30	2	5
		m 11 2	7	5	6 11 a	0	1
Thur	29	m 0 54	4	4	m 5 20	2	7
		m 11 54	7	0	6 58 a	0	5
Fri.	30	m 1 49	4	5	m 6 17	2	9
		0 57 a	6	4	7 51 a	0	9

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation.	Highest W.L. ever recorded.	Lowest W.L. ever recorded.	1922 W.L. June 20.	1922 W.L. June 21.
Wuchow, W. River	Feet. +79.50	Feet. —2.42	Feet. 40.60	Feet. 53.30
Kongmoon, W. River	+14.70	—0.80	6.10	9.60
Linkonghow, N. River	+57.00	—	—	—
Samshui, N. River	+27.25	—5.00	9.80	17.00
Shecklung, E. River	+15.15	—0.98	9.00	10.63

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Empress Asia	July 18	July 31
Empress Canada	July 27	Aug. 14
Empress Russia	Aug. 10	Aug. 28
Empress Australia	Aug. 24	Sept. 11
Empress Asia	Sept. 7	Sept. 25

	From Canada	Due England.
Empress France	July 11	July 18
Empress Scotland	July 25	Aug. 1
Empress France	Aug. 8	Aug. 15
Empress Scotland	Aug. 22	Aug. 29
Empress France	Sept. 5	Sept. 12
Empress Scotland	Sept. 19	Sept. 26
Empress France	Oct. 3	Oct. 10

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MARSEILLES, LONDON & ANTWERP via Singapore, &c
HAKOZAKI MARU Friday, 7th July, at 11 a.m.
HAMBURG via LONDON, ROTTERDAM & BRAKE
MATSUYE MARU Tuesday, 4th July.
LIVERPOOL via MARSEILLES and VALENCIA.
TSURUGA MARU Monday, 26th June.
SYDNEY & MELBOURNE via Manila, &c.
YOSHINO MARU Tuesday, 18th July, at 11 a.m.
AKI MARU Tuesday, 15th Aug., at 11 a.m.
NEW YORK, VIA PANAMA.
DELAGOA MARU Thursday, 29th June.
NEW YORK via Suez.
RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE
BOMBAY via Singapore and Colombo.
CEYLON MARU Sunday, 25th June.
CALCUTTA via Singapore, Penang & Rangoon.
MORIOKA MARU Sunday, 25th June.
NAGASAKI, KOBE & YOKOHAMA.
AKI MARU Friday, 4th July, at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA.
MATSUMOTO MARU Monday, 3rd July.
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Subject to change without notice.
For particulars of freight and passage rates apply to:—

or REISS & Co., CANTON

THE BANK LINE, LTD.,
General Agents.

81

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

s.s. "EURYPYLUS" via Suez Canal 5th July.
s.s. "KEELUNG" (Calls at Philadelphia)...via Suez Canal 15th July.
s.s. "CYCLOPS" via Suez Canal 25th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. REISS & CO., CANTON.

78

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

Destinations.	Steamer & Displacement.		Sailing Dates.
SHANGHAI, KOBE & YOKOHAMA	"CHAMBORD"	15,000	On or about 26th June.
	"ANDRE LEBON"	22,000	On or about 7th July.
MARSEILLES, via HAIPHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DJIBOUTI, SUEZ & PORT-SAID	"AZAY LE RIDEAU"	15,000	On or about 27th June.
	"ARMAND BEHIC"	11,000	On or about 11th July.
	"CHAMBORD"	15,000	On or about 25th July.
	"ANDRE LEBON"	22,000	On or about 8th Aug.
	"AMBOISE"	15,000	On or about 22nd Aug.

COMMERCIAL LINE

HAVRE, DUNKIRK & ANTWERP DIRECT	"COM. DORISE"	...	On or about 1st July.

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKIRK, & ANTWERP. (ON APPLICATION)

For further particulars, etc., apply to

CONSIGNATION—TRANSIT—REPRESENTATION.
Telephone 740.

A. JOBARD,
Acting Agent,
Queen's Building.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in cabins and saloon and Excellent cuisine

FOR

SWATOW AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

TUNGUS	—	Capt. Tiedemann	Sunday,	25th June, at 11 a.m.
HAIHONG	—	Capt. J. S. Thomson	Tuesday,	27th June, at 1 p.m.
HAIPHONG	—	Capt. W. C. Passmore	Tuesday,	4th July, at 1 p.m.

* Swatow only.

Arrival and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE
BETWEEN
KEELUNG, HONGKONG & HAIPHONG.
Sailing from Hongkong.

FOR HAIPHONG via Holhow & Pakhoi
s.s. "TAIKWA MARU" on or about 6th July.

FOR KEELUNG via Swatow & Amoy
s.s. "HOZUI MARU" on or about 6th July.

For further particulars, please apply to—

Branch Office:
No. 27, Statham Street, West.
Tel. No. 157.

S. MIYABAI,
Agent,
Top Floor, King's Building.
Tel. No. 140.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KASHMIR"	9,000	5th July	Marseilles, London & Antwerp
"MIRZAPORE"	6,500	5th July	Singapore, Penang, Colombo & Bombay
"SOUDAN"	7,000	19th July	do.
"KARMALA"	9,000	19th July	Marseilles, London & Antwerp
"KASHGAR"	9,000	2nd Aug.	Bombay, Marseilles, London & Antwerp
"SARDINIA"	6,580	16th Aug.	Marseilles, London & Antwerp.
"DEVANHA"	8,092	30th Aug.	do.
"NOVARA"	6,850	13th Sept.	do.
"MACEDONIA"	10,512	27th Sept.	Bombay, Marseilles, London & Antwerp.
"KALYAN"	8,987	11th Oct.	Marseilles, London & Antwerp.
"DONGOLA"	8,056	25th Oct.	do.
"KHYBER"	9,000	8th Nov.	do.
"NAGOYA"	7,000	22nd Nov.	do.

BRITISH INDIA - APCAR SAILINGS

"TORILLA"	5,105	23th June	Calcutta via Singapore & Penang*

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	6th July	Manila, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections with the Union S.S. Co.'s steamers from Australia to the United Kingdom via New Zealand, Vancouver and San Francisco, etc., or per The New Zealand S.S. Co.'s vessels to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"EGRA"	5,103	27th June	Shanghai & Japan
"KASHGAR"	9,000	1st July	Shanghai, Kobe & Yokohama
"SOUDAN"	7,000	4th July	Shanghai only.
"ST. ALBANS"	4,500	4th July	Kobe & Yokohama.
"JAPAN"	6,062	9th July	Shanghai & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents. [1

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP, MARSEILLES—
Monthly direct service via Singapore and Port Said:
"ATLAS MARU" Monday, 10th July.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SAIGON & SINGAPORE, PASSENGER SERVICE
"CHICAGO MARU" Tuesday, 11th July.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE
"GANGES MARU" Monday, 26th June.

DELI & BANGKOK via SAIGON & SINGAPORE
"BUSHO MARU" Sunday, 2nd July.

CALCUTTA—Fortnightly service via Singapore, Penang & Rangoon.
"PAKING MARU" Tuesday, 27th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—
Via Dairen—Taking cargo to OVERLAND POINTS U.S.A. & CANADA
"ARABIA MARU" (Taking Passenger) ... Friday, 7th July.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco Panama and Cuban Ports.
"SHUNKO MARU" Friday, 23rd June.

NEW ORLEANS LINE via SUEZ.
"SUMATRA MARU" Thursday, 28th Sept.

JAPAN PORTS—Kobe & Yokohama via Shanghai
"ANDES MARU" Tuesday, 11th July.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers.
"KAIJO MARU" or "AMAKUSA MARU" Every Sundays, Noon

TARAO via SWATOW & AMOY
"SOSHU MARU" Thursday, 29th June.

Tel. No. 4090. Y. YASAUGA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK:

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED.
(Incorporated in Great Britain)
St. George's Building

Telephone 2165.
Telegrams (Unrestricted)

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
SWATOW, SHANGHAI & TSINGTAO	"SHANTUNG"	On 24th June, 4 p.m.
SHANGHAI	"SUIYANG"	On 24th June, 4 p.m.
SWATOW & AMOY	"KINGYUAN"	On 25th June, 4 p.m.
SWATOW & SINGAPORE	"KWANGTUNG"	On 25th June, 4 p.m.
AMOY, SWATOW & SINGAPORE	"KWANGCHOW"	On 26th June, noon.
SWATOW, SHANGHAI & TSINGTAO	"LIANGCHOW"	On 27th June, noon.
MANILA, CEBU & ILOILO	"TAMING"	On 28th June, 4 p.m.
AMOY & SHANGHAI	"SOOCHOW"	On 29th June, noon.
PAKHOI & HAIPHONG	"KAIFONG"	On 1st July, 10 a.m.
SWATOW, SHANGHAI & TSINGTAO	"SUNNING"	On 1st July, 4 p.m.
SWATOW & SINGAPORE	"LINAN"	On 2nd July, noon.

SHANGHAI LINE—PASSENGER MAILS and CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, Ltd.),
Agents.

TELEPHONE 38.

CARGO & BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

T. K. K.

TOYO KISEN KAISHA

Reduced Fare to Europe U.S.G. $620.50 First Class Throughout.

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

Steamers	Tons	Leave Hongkong
† SIBERIA MARU	20,000	July 8th.
‡ TENYO MARU		July 19th.
‡ KOREA MARU		July 20th.
‡ SHINYO MARU		Aug. 14th.
† PERSIA MARU (Omitting Shanghai)	9,000	Aug. 29th, 10.30 a.m.
‡ TAIYO MARU	22,000	Sept. 9th.

† Calling at Dairen. ‡ Calling at Keelung.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA MANILA, KEELUNG, JAPAN, HONOLULU, HILO SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
**RAKUYO MARU		June 28th.
* SINYO MARU		Sept. 5th.
ANYO MARU		October 9th.

* Omit Manila. ** Omit Keelung.

For full information regarding passenger freight and sailings, apply to—

Y. TSUTSUMI, MANAGER.
Klag's Building Tel. No: 874 & 875

Agents at Canton:
MESSRS. T. R. GRIFFITH, LTD.

PACIFIC MAIL S.S. CO.

MANAGING AGENT, U.S. SHIPPING BOARD EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports USG $62150 First Class throughout.

AMERICAN STEAMERS

SAN FRANCISCO VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

	Leaves Hongkong	Arrives San Francisco
S.S. "PRESIDENT CLEVELAND" (formerly "GOLDEN STATE")	July 5th	July 27th.
S.S. "PRESIDENT WILSON" (formerly "EMPIRE STATE")	July 26th	Aug. 27th.
S.S. "PRESIDENT LINCOLN" (formerly "HOOSIER STATE")	Aug 23rd	Sept. 14th.

HONGKONG-CALCUTTA SERVICE

Freight only.

CALCUTTA VIA SINGAPORE, PENANG AND RANGOON

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO" Union Building, Hongkong.
AGENTS AT CANTON:—REISS & Co. [23

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"TAIYUAN" ...	15th July.	20th July.

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE
Telephone No. 35. (JOHN SWIRE & SONS, LD.), Agent.

SIAMESE STEAMSHIP CO., LTD.

SAILINGS FROM HONGKONG

FOR	STEAMER	TO SAIL
BANGKOK ...	"PIN SAMUD"	June, 25th 4 p.m.
BANGKOK ...	"LAKN SAMUD"	June, 29th 4 p.m.

For further particulars apply to
Messrs. BUTTERFIELD & SWIRE
TELEPHONE 38. (JOHN SWIRE & SONS, LD.), Agents.
[31

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Japan	*Morioka Maru* ...	24th inst.
Japan	*Ceylon Maru* ...	24th inst.
Shanghai	*Lungchow* ...	24th inst.
Shanghai	*Soochow* ...	28th inst.
London (Parcel Mails 23rd May.) ...	*Kashgar*	1st July.

OUTWARD MAILS.

For	Per	Date.
Java and Port Moresby via Batavia ...	*Arakan*	Saturday, 24th, 9.30 A.M.
Straits and *Bangkok	*Van Overstraten* ..	Saturday, 24th, 9.30 A.M.
Shanghai and North China... ...	*Suiyang*	Sunday, 24th, 2.30 P.M.
Swatow	*Shantung* ...	Saturday, 24th, 9.30 P.M.
Bangkok	*Pin Sunud* ...	Sunday, 25th, 9.00 A.M.
Swatow	*Tungsa* ...	Sunday, 25th, 9.00 A.M.
*Swatow, Amoy and Keelung ...	*Kaijo Maru* ...	Sunday, 25th, 9.00 A.M.
Amoy	*Kwangchow* ...	Monday, 26th, 11.00 A.M.
Swatow	*Hydrangea* ...	Monday, 26th, 3.30 P.M.
Hoihow and Haiphong	*Lecung*	Monday, 26th, 5.00 P.M.
*Swatow and Bangkok	*Chaksang* ...	Tuesday, 27th, 10.30 A.M.
Swatow, Amoy and Foochow	*Haicheng* ...	Tuesday, 27th, Noon
Egypt	*Oudenkirk* ...	Tuesday, 27th, 4.00 P.M.
Swatow	*Washing*	Wednesday, 28th, 9.30 A.M.
Shanghai, N. China, Japan, *Canada, *U.S.A. *Central & *South America, & *EUROPE via VANCOUVER B.C.	*Empress of Japan* ...	Wednesday, 28th, Registration 9.15 A.M. Letters... 10.00 A.M.
Philippine Islands, *Japan, *Honolulu, *San Francisco, *Salina Cruz and *Peru	*Bukuyo Maru* ...	Wednesday, 28th, 10.00 A.M.
Philippine Islands	*Taming*	Wednesday, 28th, 3.00 P.M.
Shanghai, North China, Japan, Canada, U.S.A., Central and South America and EUROPE via VICTORIA, B.C.	*President Madison*	Wednesday, 28th, Registration 5.00 P.M. Letters* ... 5.00 P.M.
Hoihow and Haiphong	*Lecung*	Wednesday, 28th 5.00 P.M.
Amoy	*Soochow* ...	Thursday, 29th, 10.30 A.M.
Bangkok	*Loan Sunud* ...	Thursday, 29th, 3.00 P.M.
Tientsin	*Cheong Shing* ...	Friday, 30th, 10.30 A.M.
Swatow	*Tungshing* ...	Friday, 30th, 10.30 A.M.
Philippine Islands	*Yuensang*	Friday, 30th, 2.00 P.M.
		—: JULY :—
Pakhoi and Haiphong	*Kaifong*	Saturday, 1st, 9.00 A.M.
Shanghai, N. China & Japan	*Kidsang*	Monday, 3rd, 11.00 A.M.
Philippine Islands	*Pres McKinley* ...	Monday, 3rd, 4.00 P.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Aden, Egypt and Europe, via MARSEILLES The Parcel Mail will be closed at 5 p.m. on Tuesday, 4th July.	*Kashmir* ...	Wednesday, 5th, Registration 8.15 A.M. Letters ... 9.00 A.M.

LOCAL AND REGULAR MAILS OUTWARD

From Sheungwan Branch For	On Week-days	On Sunday	On Holidays
Canton and Samshui	7.30 A.M. 9.30 P.M.	9.30 P.M.	7.30 A.M. 9.30 A.M.
Tai Ping Tung	9.30 P.M.	9.30 P.M.	9.30 P.M.
Shek Ki	9.30 P.M.	9.30 P.M.	9.30 P.M.
Kongmoon	5.00 P.M.	5.00 P.M.	6.00 P.M.
Kaukong...	5.00 P.M. 6.00 P.M. Except Saturdays	6.00 P.M.	6.00 P.M.
Wuchow	4.00 P.M.	10.00 A.M.	4.00 P.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON & CONTINENTAL PORTS
(DIRECT).

"ACHILLES" 4TH JULY. London, Rotterdam & Hamburg.
"ATREUS" 11TH JULY. London, Rotterdam & Hamburg.
"PYRRHUS" 18TH JULY. London, Amsterdam & Antwerp.
"ELPENOR" 25TH JULY. London, Amsterdam & Antwerp.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

"DEMODOCUS" 2ND JULY. Marseilles, Havre, Liverpool & Glasgow.
"OANFA" 16TH JULY. Genoa, Marseilles, Liverpool & Glasgow
"KEEMUN" 4TH AUG. Genoa, Marseilles, Havre & Liverpool.

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

"TYNDAREUS" 11TH JULY. } Victoria, Seattle & Vancouver.
"PROTESILAUS" 1ST AUG. }

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

"PHEMIUS" 5TH JULY. via Suez.
"CYCLOPS" 25TH JULY. via Suez.

PASSENGER SERVICE

"PYRRHUS" 18TH JULY for Singapore & London.
"MENTOR" 23RD JULY for Shanghai.
"MENTOR" 22ND AUG. for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO
BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.),
AGENTS.

ASIA BANKING CORPORATION

(AN AMERICAN BANK FOR TRADE WITH THE FAR EAST.)

Owned by a group of American Banks and under the control of the New York State Banking Department and the Federal Reserve Bank.
Complete banking facilities incident to foreign trade.
Travellers Checks of the American Bankers' Association and the Guaranty Trust Company of New York, negotiable throughout the world, for Sale and Encashment with us.

HEAD OFFICE: NEW YORK. BRANCH: SAN FRANCISCO.
Head Office for the Orient:
SHANGHAI
Branches
CANTON PEKING MANILA
HANKOW TIENTSIN SINGAPORE

D. M. BIGGAR, Manager.

COMMERCIAL

OPENING QUOTATIONS.

23rd June, 1922.

ON LONDON.—	
Telegraphic Transfer ...	...2/7
Bank Bill, on demand ...	...2/7 1/16
Bank Bill, at 30 days sight ...	—
Banks Bills, at 4 month's sight	2/7⅛
Credits, at 4 months' sight	...2/7⅛
Documentary Bills 4 months' sight	...2/8⅛
ON PARIS.—	
Bank Bills, on demand ...	... 665
Credits, 4 months' sight ...	... 665
ON NEW YORK.—	
Bank Bills, on demand ...	... 57⅞
Credits, at 60 days' sight	... 57⅛
ON BOMBAY.—	
Telegraphic Transfer ...	... —
Bank Bills, on demand ...	... 198½
ON CALCUTTA.—	
Telegraphic Transfer ...	... —
Bank Bills, on demand ...	... 198½
ON SHANGHAI.—	
Bank Bills, at sight ...	... —
Private, 30 days' sight ...	... —
ON YOKOHAMA.—On demand	... 119½
ON MANILA.—On demand ...	... 116
ON SINGAPORE.—On demand	... 111
ON BATAVIA.—On demand ...	... 150½
ON HAIPHONG.—On demand...	... nom.
ON SAIGON.—On demand ...	... —
ON BANGKOK.—On demand ...	... 80½
SOVEREIGNS, Bank's Buying rate	...$ 7.60 n
GOLD LEAF 100 fine per tael ...	... 44.20
BAR SILVER per oz.	... 35⅛

	Per cent.	
Hongkong ...10 cents piece...	90	Premium.
Hongkong ...20 " ...	1.00	Discount
Canton ...10 " ...	19.15	"
Canton ...10 " ...	0.00	"

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office, Hongkong.

Paid-up Capital$20,000,000
Reserve Funds:—
Sterling £4,500,000
Silver $32,500,000
Reserve Liability of Proprietors $20,000,000

Court of Directors:

G. M. DONWELL, Esq.—Chairman.
Hon. Mr. A. O. Lang.—Deputy Chairman.
D. G. M. Bernard, Esq. | Hon. Mr. E. V. D. Parr
A. M. Bowesmith, Esq | W. L. Pattenden, Esq.
G. T. M. Erskine, Esq. | H. P. White, Esq.
F. H. Holyoak, Esq.

Chief Manager:
A. G. STEPHEN, Esq.

Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER & PARR'S BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, March 2nd, 1922. [8

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. H. BARLOW,
Acting Chief Manager.
Hongkong, December 19th, 1920. [9

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

Paid-up Capital £2,000,000
Reserve Fund £2,700,000
Reserve Liability of Proprietors ... £2,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT, Manager.
Hongkong, March 20th, 1921. [49

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

A. Capital ...	...F. 100,000,000	$33,333,333
Paid-up Capital	...F. 80,000,000	$26,666,666
Reserve Fund	...F. 18,979,210	$1,581,601
Special Reserve	...F. 40,160,000	$3,346,667

Head Office:—Amsterdam.
Branches at The Hague:—Rotterdam.
Head Agency:—Batavia.

BRANCHES:—

Bandjermasin	Macassar	Singapore
Bandoeng	Medan	Soerabaï
Bombay	Padang	Soerakarta
Calcutta	Palembang	(Solo)
Cheribon	Pekalongan	Taking Ting
Djember	Penang	(Deli)
Djokjakarta	Pontianak	Tegal
Kobe	Rangoon	Telok Betong
Kota-Radja	Samarang	Tjilatjap
Langsa	Shanghai	Weltevreden

Correspondence at Colombo, Madras Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.
London Bankers:—The National Provincial and Union Bank of England, Limited.
The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transacts banking business of every description.

W. H. GROSKAMP, Agent.
Batavia, September 13th, 1921.

"CAPSTAN"
VIRGINIA CIGARETTES



SELECTED & BLENDED BY EXPERTS FROM THE FINEST VIRGINIA LEAF

Smokers of "CAPSTAN" CIGARETTES are always sure of a cool and pleasant smoke with an excellent flavour

The CIGARETTE for the CONNOISSEUR

OBTAINABLE FROM ALL HIGH-CLASS TOBACCONISTS

Packets of 10 *Tins of 50*



This advertisement is issued by British-American Tobacco Co. (China), Ltd.

THE MERCANTILE BANK OF INDIA, Limited.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital ...	... £3,000,000
Subscribed Capital ...	... £1,800,000
Paid-up Capital... ...	... £1,050,000
Reserve Fund	... £1,150,000

BANKERS
THE BANK OF ENGLAND,
THE LONDON JOINT CITY & MIDLAND BANK LTD.

BRANCHES:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kota Bharu	Port Louis (Mauritius).	

HONGKONG BRANCH.
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON, Acting Manager.
7, Queen's Road Central, Hongkong, January 17th, 1922. [43

THE CHINESE MERCHANTS BANK, LTD.

華商銀行有限公司
HEAD OFFICE
Alexandra Buildings, Chater Road.

GENERAL Banking and Exchange business transacted.
Loans granted on approved securities.
Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.
The Bank also conducts a Savings Department.

K. C. LAU, Chief Manager.
725

THE BANK OF CHINA.

中國銀行
(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	$60,000,000.00
Paid-up Capital	12,279,200.00
Reserve Funds	8,607,678.00

HEAD OFFICE—PEKING.
HONGKONG BRANCH:—4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank.
The Equitable Trust Company New York.
Interest allowed on Current Account and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.

TSUYEN PEI, Manager.
Hongkong, September 8th.

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 10 Des Voeux Road C, HONGKONG.
Established 1919.

Authorised Capital	$10,000,000.00
Paid-up Capital	5,000,000.00
Reserve Fund	200,000.00

DIRECTORS:
Mr. PONG WAI TING, Chairman.
Hon. Mr. Chow Shou Son.
Mr. Li Koon Chun. | Mr. Kan Ying Po.
Mr. Fung Ping Shan. | Mr. Mok Ching Kong.
Mr. P. K. Kwok. | Mr. Wong Yue Tong.
Mr. Kan Chiu Nam. | Mr. Chan Ching Shar.
Mr. Huynh Tai. | Mr. Ng Chang Lak.

HONGKONG BRANCH.
Chief Manager ... Mr. Kan Yue Po.
Asst. Manager ... Mr. L. Tse Pong.

BRANCHES & AGENCIES:—

LONDON	NEW YORK
PARIS	SAN FRANCISCO
SHANGHAI	YOKOHAMA
KOBE	SAIGON
NAGASAKI	PENANG
SINGAPORE	HANKOW
TIENTSIN	BATAVIA
MANILA	SOURABAYA
SAMARANG	BOMBAY
CALCUTTA	CANTON

London Bankers:—The London Joint City and Midland Bank, Ltd.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.
Interest allowed on Current Deposit Account at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3 per cent. per annum
For 6 month at the rate of 4 per cent. per annum
For 12 month at the rate of 5 per cent. per annum

KAN TONG PO, Chief Manager.
Hongkong, March 8th 1922. 73

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) Yen 100,000,000
Reserve Fund Yen 61,000,000
HEAD OFFICE YOKOHAMA.
Branches and Agencies at:

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
engtien	Nagoya	Shimonoseki
Mukden	Newchwang	Sydney
Hamburg	Osaka	Tientsin
Hankow	New York	Tokyo
Honolulu	Pekin	Tsinanfu
Harbin	Rio de Janeiro	Tsingtao
Kai Yuen	Saigon	Vladivostock

Interest allowed on Current Accounts.
Deposits received for fixed periods at per rates to be obtained on application.

T. NISHIYAMA, Manager.
11th March, 1922. 2[4

THE BANK OF TAIWAN, Limited. (TAIWAN GINKO).

Incorporated by Special Imperial Charter 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	" 52,500,000
Reserve Funds	" 11,780,000

HEAD OFFICE:—TAIPEH, FORMOSA

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Kosiung, Mairong, Naoto, Pisia, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tokyen, Heito.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH, Manager.
HONGKONG BRANCH,
2, Des Voeux Road
Hongkong, 1st February, 1922.

BANQUE DE L'INDO-CHINE.

PARIS
HEAD OFFICE: 96, Boulevard Haussmann, Paris

Subscribed Capital...	Frs. 72,000,000.00
Paid-up Capital	Frs. 68,400,000.00
Reserves Funds	Frs. 69,147,208.56

BRANCHES:

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Pekin	Tourane
Hankow	Pnom-Penh	Yunnanfu
Hanoi	Pondichery	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de Pays-Bas Crédit Industriel et Commercial Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: Messrs. J. P. Morgan & Co., French American Banking Corporation Guaranty Trust Co. of New York.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.

V. MARSOT, Acting Manager.
Hongkong, July 12th, 1921.

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